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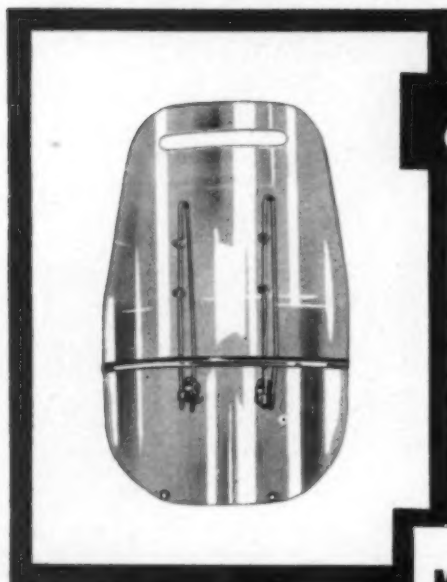
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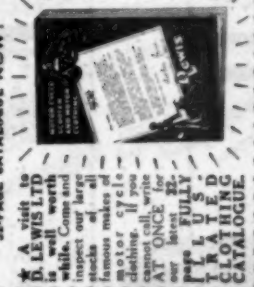
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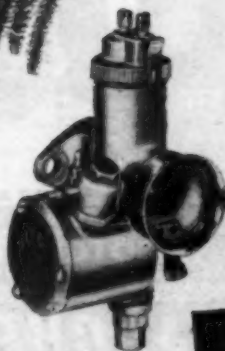
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THURSDAY

9 October 1958

Editor

HARRY LOUIS

Assistant Editor

GEORGE WILSON

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Billowing clouds and shimmering water—a scene by the shore of the 23-mile-long Loch Awe, Argyllshire. The lochsides road is one of the most picturesque in Scotland

As We Thought!

SOONER or later someone was sure to suggest speed limits on all roads. The expected occurred this week during the National Safety Congress at Bridlington, Yorks. One of the proposals was that "a top speed limit of 50 m.p.h. be imposed on all general-purpose roads not already subject to a lower speed limit." The call for such a drastic measure was made because, it was stated, there was ample evidence that excessive speeds were a growing contributory factor in the cause of accidents, and "our roads are unsuitable for unrestricted speeds." It is, of course, difficult to know what constitutes excessive speed but, by inference, above 50 m.p.h. is regarded as in that category. Surely, therefore, the proposition cannot be taken seriously?

Last March the Minister of Transport introduced experiments with 40 m.p.h. limits in the London traffic area. It was foreseen then that before long there would be moves not only to extend the scheme elsewhere but to advocate yet another limit—we, in fact, guessed at 50 m.p.h.—for other roads. (Now we make another prediction: when motorways have been in use for a year or so, the cranks will be insisting that speed restrictions be applied.) It is time for realistic thought. Certainly the speed of a vehicle can be a factor in the cause of an accident. But as every intelligent rider and driver knows, limits are not the remedy. The important point, therefore, is that road users remain vigilant to see that misguided advocates of more restrictions do not have their way.

Blite—Sometimes

MOST readers will be familiar with the tendency for a brake to grab on the first application of the day. The reason is not completely understood but partly it is due to the fact that when a brake is not in use and the atmosphere is humid, an oxidized film forms on the lining and drum. Alternatively the film may build up when a brake is drying out after being thoroughly wet. The momentary effect, when the brake is applied, can be likened to that of two sheets of sandpaper being rubbed together. The phenomenon was for a while believed to be most pronounced in rubberized moulded linings; but experience indicates that it is to be found also in linings of different composition.

Many riders today maintain that brake development has been side-tracked by the clamour for eye appeal; that designers have lost sight of fundamental requirements; that the most handsome, full-width, light-alloy hub is of little use unless the brake remains dry under all conditions. Grabbing when the linings are damp or drying and loss of braking power in wet weather should be faults of the past. Some brakes are exemplary in every respect; all should reach that standard.

Occasional Comments

By 'IXION'



No, this is not a picture from the International Six Days' Trial, but from China's first "cross-country race . . ."

Is Road Racing A Sport?

LAST month Prince Chula of Siam figured in a B.B.C. brains trust and was the first member to deal with the question whether motor racing (or any other form of mechanical competition) could rightly be called sport? He thought not. To his mind, if a number of men needed some form of manufactured article to take part in any game, all the competitors should be provided with identical machines. From that angle the T.T. is probably the nearest thing to an ideal mechanical sport, for the vast majority of the entry ride Nortons! Of course, Prince Chula confessed that his views were largely coloured by the fact that he and his cousin could never purchase a racing car less than a year out of date, the current year's model being reserved for the factory drivers. He also freely admitted that the job makes enormous demands on skill and courage.

Motorway Monotony

MY contention that a peril peculiar to motorways is drowsiness resulting from monotony is borne out by a Tooting reader. A month ago he and a friend, after a rough and sleepless Channel crossing to Dunkirk, set off intending to make Geneva, 470 miles away, in the day. They were riding a Squarrel and a Dominator. Lunch was taken after 200 miles. Maybe the lunch was a factor, as was also the fact that the Norton had sidecar gears, so that at 60 m.p.h. it was screaming a bit and maybe subject to high-frequency vibration. Anyhow, it went off the road, though the rider fortunately woke up before he hit anything very hard. Later in the trip the pair saw an Italian dive into a 7ft ditch on a Vespa from very similar causes. Three morals seem apposite: (a) don't average express-train speeds for hours after a bad night, (b) beware of heavy lunches (the best liquid on such occasions is strong black coffee), (c) alcohol in all forms should be verboten.

Sprints, Human and Mechanical

THANKS to television the sportsmen of the nation have learnt during the past decade much that was formerly unknown about various forms of sprinting. The human sprinter, for example, requires 60 yards to work up to his top speed—at present about 25 m.p.h. He cannot maintain that speed for much more than the 40 yards required to complete the usual sprint distance of 100 yards. If photographed at the finish, his facial expression implies that he

is suffering all the tortures of the damned, whereas in sober fact he is merely running rather short of oxygen. (It would be fun to fit young Radford with an oxygen mask and see what speed he could then set up for 200 yards.) At the Brighton Speed Trials on September 6 Charlie Rous on a 998 c.c. Vincent astounded the car aces by setting up a time of 22.05s for the standing kilometre, an outright record for the Madeira Drive trip, as against the best car time of 24.79s on an E.R.A. special. Rous' figure hardly sounds big enough to cover the mere getaway. Next year we are promised a visit from one of the American hot-rod dragsters, projectiles based on full knowledge that in these briefs a quite absurd design is needed to jerk the model off the mark rather after the fashion of a shell than of a vehicle.

Chain Life

A READER, W. Goar of Manchester, is not perturbed by any yearnings for shaft drive. By dint of loving maintenance he secures a completely satisfying durability from his chains. His 1955 A10 B.S.A. has so far covered 50,481 miles on a single rear chain protected only by the makers' standard guard extended $\frac{1}{2}$ in downward by rubber strip. The present play in the chain is just under half an inch in 5ft. Treatment is given on an average of every 900 miles and consists in thorough cleansing in petrol followed by thorough filling with a mixture of heavy oil and flake graphite. In addition the chain has been oiled between the 900-mile cleanings if it happened to look dry. The connecting link was renewed at 40,765 miles as a precaution. There is no doubt that any owner who is prepared to bestow such care on his chains can obtain similar results. To complete the argument we next need a verdict on sprocket life from owners who run such drives for similar mileages. Mr. Goar's chains should leave a first-class sprocket practically virginal. Of course, the skill of the owner's driving and gear changing is an associated factor.

Two-model Stable

I WAS chatting to an enthusiast who uses a motor-cycle six days a week between home and work over a dozen miles of suburban and town traffic, and also spends any available weekends and major holidays on the road. He prefers owning two machines rather than one. He intends to remain a motor cyclist all his days and, he says, wouldn't buy a car even if he won a big pools dividend. He considers that a five-hundred, though a perfectly possible traffic threader in all weathers for a good rider, is far more tiring to ride and expensive to run for the daily journey than a 197 c.c. two-stroke. So at the moment he owns one of each type and is

delighted with the scheme. I would only comment that, even if he plans long ownership of both models, I don't think there can possibly be any economy in the scheme. He is paying for two licences. He is bearing two dilapidations. He is paying two insurances. I agree that simply from the riding aspect he may gain considerably. In the suburbs and in town he cannot use the performance of the five-hundred (which, on the other hand, is such a joy on the open road); and in the many thousands of traffic pauses which each year inflicts on him, the lighter machine requires much less effort to handle; it is also easier to manoeuvre when parking in confined spaces.

No Joking Matter

LORD MANCROFT, Minister without portfolio, was presenting prizes at Coventry not long ago to lorry drivers claiming fine records. He wondered whether our motorways would not prove to be "murderways," as he had read of smashes involving several cars on American highways. What does he want? Wiggleways designed with so many sharp bends that everybody has to creep? Or single-track lanes separated by strong steel palings? Or, maybe, roughways resembling French *pavé*? The facts, of course, as exemplified on U.S. highways, are that the multi-lane, limited-access road with flyover junctions automatically eliminates most of the chief causes of road accidents. Unfortunately, it does not cut out the effects of a crash at very high speed. So it occasionally happens, when the roads are full, that a mishap to one car may involve several other cars. Neverthe-

less, as all the statistics show, such multi-car accidents do not bring the total of motorway accidents up to the figures previously familiar on the old type of road. In the past 12 months there have been 24,000 deaths on American roads. Formerly, under less congested conditions the figure often exceeded 30,000 and sometimes 40,000. Nor should any intelligent man forget that the making of motorways automatically renders the worst old-fashioned road a deal safer by relieving it of some of the excessive traffic that it used to bear. I think the Minister must have been joking, but if he visits the accident wards of any large hospital he will learn that the subject is not in the least comical.

Evergreen Reading

A JOURNAL which caters for a hobby is usually blessed with a type of reader such as no daily paper ever secures. It is literally accurate to say that we have an unknown but considerable number of readers who weekly read *The Motor Cycle* right through, including its advertisement pages. Most of these enthusiasts keep their issues and some read them again later on, perhaps during a wet weekend. I have recently corresponded with a reader who took up our hobby rather later in life than most of us. He has actually bought a heap of back numbers covering several years and, as this journal is published only once a week, he first digests the current issue then gets out a copy for the equivalent week in, maybe, 1955 and reads that through as well.

... and here is another scene from the same trial. Staged in August in the vicinity of Peking, it attracted 120 riders from 19 provinces, cities and autonomous regions. The helmets would appear to be of U.S. origin. The majority of the machines were Czech





Progress is Slow

Thoughts on the International Six Days' Trial and its Future

By Harry Louis



WAY back in the summer there were long discussions on making the I.S.D.T. more realistic. After the final roll call of British team men at Reading on September 1, details were thrashed out. And on the Friday of I.S.D.T. week in Germany, British delegates presented basic proposals for discussion to the sporting committee of the *Fédération Internationale Motocycliste*. Note the timetable. It is important. The suggestions were formulated and circulated *before* the trial started. Then no-one could say they were made with any ulterior motive if Britain did not win the Trophy. As we now know, that precaution was worthwhile!

Progress is slow. For as long as I can remember we have been debating how the rules could be changed to ensure that the speed test should not decide the winners of the Trophy or Vase in the event of a tie. Yet at the end of over 1,200 miles of hard riding in Bavaria, three Trophy teams and five Vase teams had lost no marks. They had to make a race of it on the triangular 4.35-mile course near Ettal and in both contests the Czechs beat their allotted time—which, of course, varies according to the size of machine ridden—by a bigger margin than the others. Moreover, it was made quite clear, once again, that the smaller machines



Urgent discussions on outside assistance with Harry Louis making a point to Count Johnny Lurani of Italy. Cliff King, British jury member, wears dark spectacles; nearest the camera is David Goodie, F.I.M. acting secretary-general. On the left, Army team rider Bill Brooker (Greeves) is seen in the speed test

were at an advantage. The winning Vase B Czech teamsters riding two one-two-fives and two one-seven-fives put it across their compatriots in the A team mounted on three two-fifties and one three-fifty. Similarly, in the Trophy race the Germans (two in the 175 c.c. category, two 250 c.c. and two 350 c.c.) were at no time leading the Czechs (one 125 c.c., two 175 c.c., two 250 c.c., one 350 c.c.); Richard Hessler's engine trouble at about half distance merely sealed their fate.

Why not cut out the five and a half days of rough-stuff riding, say the cynics, and merely retain the one-hour speed test? We all understand the principle that prompts such a silly remark, but even then must add a further note. The average speeds laid down (at Ettal from 26.124 m.p.h. for 50 c.c. machines to 57.224 m.p.h. for 500 c.c. and above) are largely academic. The organizers make recommendations at the F.I.M. Spring Congress each year and those recommendations can be altered by delegates who know nothing about the circuit. The only way to decide on speeds that would be approaching consistency would be to have a Geoff Duke and a John Surtees do an hour's lapping on an average machine in each category (50, 75, 100, 125, 175, 250, 350, 500, 750 and 1,000 c.c.) and see what they could achieve. Then reduce the speeds by an agreed percentage to allow for the racing prowess of the world's champions. But what is an average machine? No, the speed test, even when standard time is, as it ought to be, an average of what is accomplished in each class on the day, is a thoroughly bad method of resolving ties although it has its place for ensuring that machines are in reasonable condition after the hammering on the cross-country going.

This year's trial, with both the major awards decided by racing, was no exception. The same problem has arisen on many occasions in the past. The remedy is simple, you think? Increase the average speeds to be maintained between time checks and/or stiffen up the daily routes? Aided by very bad weather, the Czechs did that, in effect, last year. Then, of the four Trophy teams only the winners—West Germany—were clean and not one of the 20 Vase teams survived the first day without penalty.

The snag is that the higher the speeds the greater the danger to riders and, where the course is over metalled roads, to the public. "For this reason," says the A.C.U. memorandum, "police and other authorities in many countries are now raising strong objections to this type of event . . ."

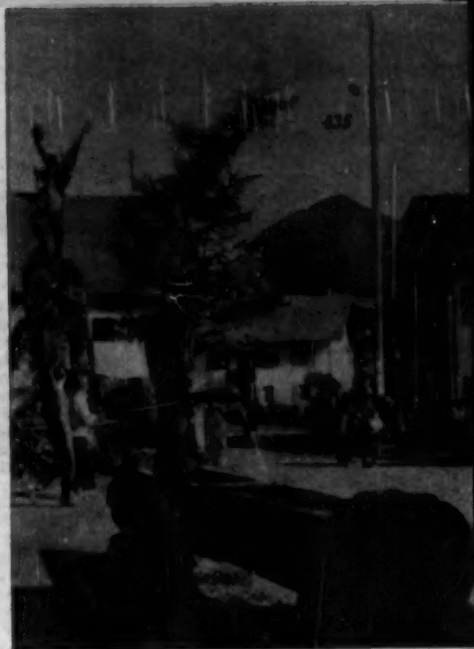


If the cross-country going is made tougher it will approach sporting-trial severity. That, surely, is getting away from the purpose of the trial but in any case raises an insuperable snag. If riders cannot get through, they baulk those following and then the trouble starts. It is grossly unfair for a man to lose marks for being late because a jam up front delays him. But the Sporting Code makes it quite clear that baulking will not be accepted as an excuse for lateness. Pity the poor clerk of the course who has to find rough-stuff which is just not too difficult whatever the weather for perhaps 300 or so riders of varying skill mounted on machines from 50 to 1,000 c.c.!

We come back to a long-discussed theory. It is that there should be far more "opportunities" for riders to lose marks. Hence I applaud the A.C.U. scheme. It was dealt with in last week's issue. In short, the A.C.U. proposes that (a) points (as distinct from marks) can be lost for failure to get under way each morning within one minute while retaining the present penalty of one mark lost for taking more than two minutes; (b) changing

Confusion on the climb of Hochkopf during Friday morning's lap. Many riders had to be helped up but were not penalised for receiving outside assistance (the rules stipulate exclusion)

Above: Start of the Vase-team heat in the speed test at Ettal. Right: Swedish rider Åke Törnblom (Husqvarna) at Krün



currently non-sealed parts such as control levers, cables and silencers will involve loss of points; (c) specified short sections of rough-stuff must be completed non-stop and with the rider astride his machine—if he does not do so he will lose points; (d) two or three special tests of the type common in sporting trials might be introduced.

The plan is that five points will equal one mark. To decide team ties, odd points to the debit of each rider—insufficient to make up a complete mark—will be taken into account. Finally, and as a last resort, the speed test will be used but with standard time settled by the average of performance actually put up on the day by machines in each class. This method is stipulated in the Sporting Code and should have been applied this year but, as indicated earlier, the organizers used the simple method of improvement on the arbitrary speeds specified in the supplementary regulations. (No blame on the organizers—the regula-

Nation	Started	Gold Medals	Silver Medals	Bronze Medals	Retired
Austria ...	9	4	3	0	2
Belgium ...	6	0	3	0	3
Czechoslovakia	20	20	0	0	0
East Germany	10	5	1	2	2
West Germany	61	30	6	4	21
Great Britain ...	35	17	0	4	14
Holland ...	10	3	3	1	3
Hungary ...	3	1	0	1	1
Italy ...	15	12	0	0	3
Poland ...	15	8	1	1	5
Spain ...	10	0	0	0	10
Sweden ...	12	6	1	2	3
Switzerland ...	7	3	0	1	3
Totals ...	213	109	18	16	70

Capacity	Started	Gold Medals	Silver Medals	Bronze Medals	Retired
50-175 c.c. ...	88	45	9	5	29
176-250 c.c. ...	85	40	7	10	28
Over 250 c.c. ...	40	24	2	1	13
Totals ...	213	109	18	16	70



Typically friendly German policeman. The police co-operated magnificently in controlling crowds and traffic wherever necessary.

tions were sanctioned at the Spring Congress, so the F.I.M. must take the responsibility for not observing its own Code.) The A.C.U. suggestions are no more than a skeleton—a basis for discussion and amendment as necessary. But the reception they got in Garmisch was an encouraging sign.

I suggest, further, that to ease the difficulties of route selection the minimum

capacity class should be 125 c.c. In Bavaria there was only one machine of smaller capacity entered—Jolao Strenghetto riding a 75 c.c. Capriolo. Each day he trundled round miles behind after being overtaken by everyone else. But he won a gold medal. There is little or no demand for the 50, 75 and 100 c.c. classes. After all, sidecars were eliminated in 1957 and were not catered for this year simply because of route-selection problems.

The summary of the results in the table makes it clear that this year, earning a gold medal was not a particularly meritorious achievement. His fear of hold-ups encouraged the clerk of the course to bypass especially severe sections on three days; the mileage was thereby reduced and, as it was impossible to amend riders' time schedules, the pace became almost leisurely. Yet there remained shortish sections where a lot of baulking did occur and would have been more serious if riders had not been helped along. This outside assistance started early in the week and the expected official reaction—exclusion from the trial, the rule says—did not materialize.

Later on, the shoving was becoming almost organized and on the Friday something had to be done. Photographic evidence was produced to back protests. What happened? Marks lost at the first check on each lap on that day were expunged! Yet no note was taken of the equally energetic help given to some competitors on another section.

This contretemps made it necessary to amend the day's results and meant that three Trophy teams instead of two and five Vase teams instead of three were clean. On the whole it would have been better if the rule on outside assistance had been ruthlessly applied right from the start. The point is that if a rider, by sheer determination and hard work, manages to get himself out of, say, a bog he stands a chance of ruining his clutch. That can put him out of the trial. The chap who is helped has no such worries if the rule is ignored.

The fact that the trial was relatively cushy should not be used to magnify the misfortunes of British team riders or to under-value the Czech successes—particularly their magnificent 20 gold medals with 20 entries. Brian Martin's shortage of sparks during Tuesday morning's lap became a mystery, yet to be solved, when his B.S.A. started after being brought in to Partenkirchen later in

the day. The gear-selector trouble that stopped Roy Peplow's Triumph on Monday was a one-in-a-million mishap. Jim Sheehan's Velocette was overgeared and his burnt-out clutch, also on Monday, was almost expected. That, in brief, accounts for our Trophy, Vase A and Vase B teams respectively. Of the other retirements among British competitors some at least were due to genuine misfortune which no amount of foresight or rider skill could combat.

The Czechs deserved everything that came to them. My mind goes back to 1947 and the first post-war I.S.D.T. It was held in Czechoslovakia. The Czech riders and mechanics were genuinely sorry that no British teams were entered because they had hoped to learn from them a lot about machine preparation and cross-country riding. In ten years the Jaws and CZs have been developed and developed until the I.S.D.T. models are exemplary in every detail.

The riders take the honour of being entered very seriously indeed and are meticulously trained in quick fault-finding and repairs. I watched Vladimir Sedina, of the Trophy team, cure an ignition bother on his 344 c.c. Jawa on Wednesday evening. With a small screwdriver and a length of wire he made a series of tests which one would expect only from a trained electrician working at the bench. In a few minutes he found the fault and, by running two new, external leads from the generator to the switch, was out of trouble. If you watch two Czech team riders changing a tyre you will see that both follow exactly the same routine. Their "pit-work" is quietly efficient; attendants even go to the trouble of drawing petrol and oil from the service depots and doing all their own refuelling. All the Czech riders—not only the Trophy and Vase men—are given the same, encouraging service and guidance.

We, the British, will probably never work in such a coldly efficient fashion. It is not in our nature to do so. Frankly I see little wrong with our present unobtrusive and friendly organization. We would, of course, collect more gold medals if all our riders, not only men in national teams, were as good at driving their machines no harder than necessary and at doing running maintenance as born experts like Bob Manns and Brian Stonebridge. That is, perhaps, too much to expect. As shown in other sports, Britons are not prepared to be regimented into winning. Nationalism is not, I think fortunately, sufficiently developed in our country for that.

Finally comes the point that the time schedules, and especially the speed test, have for years past usually favoured smaller-capacity machines. We persist in using, in the main, bigger models for the simple reason that Britain is the home of powerful machines and real motor cycling. Certainly the lightweights have their place. But I, along with many thousands of other British enthusiasts, know there is no thrill quite like long-distance riding on a model with plenty of power. I went out to Garmisch and back on my Golden Flash. It was sheer joy to gobble up 400-odd miles in an easy day across France and to play with the mountain gradients in the Black Forest and around the area in which the trial was staged.

With a big engine you can cruise effortlessly in the eighties or plonk along slowly and quietly in a high gear. No, I don't think our manufacturers should concentrate on small-capacity machines at the expense of larger jobs just to win the "International." Or to put my point another way: I hope the day will never come when we want to enter a Trophy team on lightweights for no other reason than that we are neglecting to develop the big roadsters.

The broad highway from Garmisch-Partenkirchen leading north. The invitation to return is on the back of a United States Army sign indicating direction of the billeting office for the troops who go to the area when on leave.



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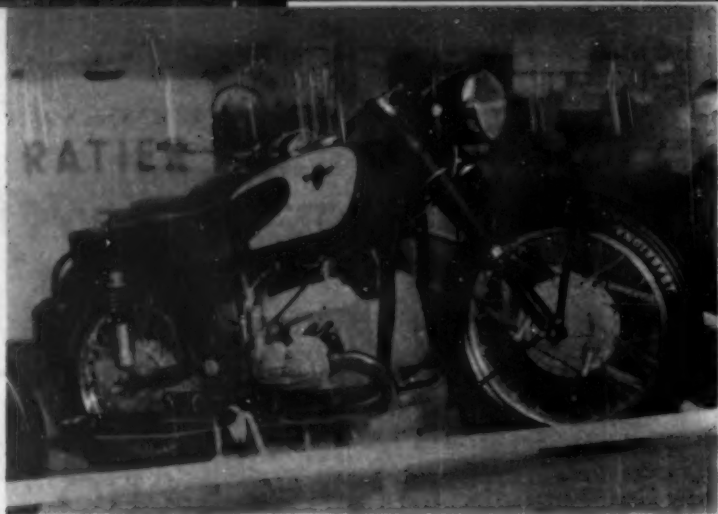
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PARIS SHOW REFLECTS INFLUENCE OF GOVERNMENT MEASURES: SCOOTERS WANING: SMALL MOTOR CYCLES ALMOST DOWN FOR THE COUNT



Above: The Gitanes with racing-type seat is typical of the many new sports mopeds on show. Below: Sturdy practical in its embodiment of only the basic essentials, the tiny Mowag Volksroller from Switzerland is designed to be set in motion in the manner of a child's scooter



Avoiding

VARIOUS measures taken by the Government of France are having a marked effect on the French motor-cycle industry. The evidence is clear at the 45th Paris Show, the motor-cycle section of which opened at the Parc des Expositions last Friday and continues until next Monday. In brief, the effect is to increase even more the popularity of mopeds of under 50 c.c. and detract from the interest in scooters and lightweight motor cycles.

First of the official measures to bring consternation to the manufacturers of lightweights came into force on April 1 and decreed that riders of machines of from 50 to 125 c.c. must have driving licences. Previously no licence was required for machines of up to 125 c.c. As in Britain, obtaining a licence entails passing a driving test, with its attendant paper work and delay. Secondly, there is a law in being (but not yet in operation) which will make third-party insurance compulsory and it is envisaged that the cost will be high.

Thirdly, there is the present price of petrol in France. It is about 100 francs a litre (equivalent to more than 8s a gallon) and petrol costs over 9s a gallon. Fourthly, at the beginning of August it was decreed that the minimum hire-purchase deposit should be 30 per cent, with a maximum of 15 months in which to pay the balance. Finally, the special luxury tax, originally 19½ per cent, was increased to 25 per cent not long ago and has now gone up to 27½ per cent.

One effect of all this expense is renewed interest in the simple, fixed-gear moped devoid of springing and with friction-roller drive to the tyre. Well-known examples are the VeloSolex and the Belgian Claeys-Flandria but there are two newcomers to this field. They are the Velovap (which features an automatic clutch controlled by engine speed) and the Mobylette Courroie-Galet. The Claeys and Velovap have frames very similar to that of the VeloSolex and the engine is mounted over the front wheel.

On the Mobylette the engine is slung below the frame, the transmission incorporates an automatic clutch and a vee-belt and the roller drives the rear tyre. A novelty is that the hand lever which disengages the drive simultaneously turns off the petrol tap. The price is 44,500 fr. (about £35 12s). In contrast, the Velovap costs 39,900 fr. (just under £32) and the VeloSolex 32,800 fr. (£26 5s). The VeloSolex appears with 19in wheels (formerly 23in). The saddle height is thereby lowered and, as the riding position is virtually unaltered, the pedals are correspondingly nearer the ground.

In addition to the roller-drive engine of the Velovap, the VAP concern is turning out a fixed-gear unit with automatic clutch and vee-belt drive to a countershaft, and also a two-speed unit. With an eye to the Euromarket a number of firms have grouped together to make substantially similar mopeds employing these engines. They include Casenave, Lacer, Gitanes and

the Driving Licence

Captivante, all of whom have examples on show.

At the extreme opposite to moped simplicity, a direct result of the driving-licence regulation is evident. The firms just mentioned and several others (including F.N. from Belgium, who have three new mopeds on show) are exhibiting new sports models which carry the world of make-believe to absurd limits. There are mopeds which, in addition to having such practical features as panning and full fore and aft springing, are equipped with short, dropped handlebars, fly screens, narrow racing seats complete with backrest and, even, high-level exhaust systems with reversed-cone megaphone outlets. So, without driving licences, the youths of France will be able to delude themselves, if no one else.

Motor cycles as such are receding from view as the French manufacturers concentrate on mopeds. Some, indeed, have already disappeared: Jonghi is a notable example. In several other instances there is an odd motor cycle or two tucked in the background in displays of machines equipped with pedals. While French moped production continues to increase (albeit at a slower rate)—495,939 for the first half of this year as compared with fewer than 479,000 for the corresponding period of 1957—velomoteurs (machines of from 50 to 125 c.c.) show a startling drop from over 105,000 for the January-June period last year to 18,477 for the first six months of this year. For the same periods the production of motor cycles of over 125 c.c. has dropped by more than half from 12,000 odd to 5,317.

Scooters, too, are taking a knock. The 1958 half-year production figure was 43,548 as compared with over 57,000 for January-June last year. Of the 1958 figure A.C.M.A. (the Vespa), Lambretta and Manurhin (the D.K.W. Hobby)—all manufactured under licence in France—account for 38,778. Some scooters have already faded: for example, there is not one to be found on the Terrot stand.

Even so, there are two new scooters in the Salon, one Swiss, one Czech. Made in Kreuzlingen on the shores of Lake Constance, the Mowag Volkroller is a scooterette reduced to its simplest form. It has a

welded tubular frame, 3.25 x 8in tyres and is powered by a 49 c.c. fixed-gear two-stroke. There is a wire dress guard in front of and along the left side of the engine. Pivoted-fork rear springing is featured but the front fork is not sprung.

The platform is about 4in above the ground and the machine is designed to be thrust off the mark by one leg with its owner standing, exactly in the manner of propelling a child's scooter. When the thrusting leg is brought aboard, depression by the heel of a hinged, spring-loaded flap in the platform engages the clutch and starts the engine. Levers on each side of the handlebar control the brakes. The price is 500 Swiss francs (about £40). Another model with twistgrip-controlled two-speed gear and 3.5in-section tyres costs 550 Swiss francs.

The newcomer from Czechoslovakia is the Jawa 100 c.c. Manet—a name current years ago for a Czech lightweight. It features fan cooling and electric starting. The batteries are housed in a compartment behind the weathershield. It has pivoted-fork suspension and built-in flashers front and rear. Tyre size is 3.00 x 14in.

In the context of this largely moped show and of the present conditions in France, it seems extraordinary that Ratier (Aviation Marine) is showing new five-hundred and six-hundred o.h.v. transverse flat-twin models styled rather on B.M.W. lines. For about ten years the firm has made a 750 c.c. side-valve model for police work; it also is on view. All three feature shaft drive, transverse action kick-starters on the left and a left-foot gear pedal; the newcomers also have, on the right, a neutral-selector lever which overrides the gear pedal. The five-hundred in particular looks very rorty with a 5½-gallon tank. It is guaranteed for a year and costs 605,000 fr. (£481).

Among the novelties is a proprietary frontal fairing in plastic by Robert Leconte. It embraces the front wheel (The Motor Cycle Dreamliner style) and its raked Perspex screen is extended well below steering-head level to give forward vision of the road just ahead. Attachment to the machine is by a steel-tube frame. Total weight is just under 30 lb.



Not the Dreamliner but the Robert Leconte plastic fairing on a Royal Enfield Constellation

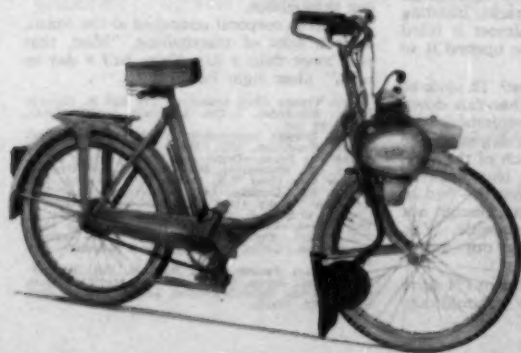


Fly screen, dropped handlebar and a tank styled on racing lines on the F.N. sports moped



Manet-Gayou moped featuring reversed-cone megaphones and American car tail treatment

Below: Two new friction-drive models—the Velocap, left, and the Mobylette Courrois-Galet



In the ninth section—appropriately named Watersplash, Capt. Riley of 251 Fd Regt RA (T.A.), foils cautiously

Underwater Trial

Call for Aqualungs
in the Army
Championships
Arthur Lampkin
the best Frogman

IF you rode in the Exeter Trial at the New Year, you probably regard the weather on the Saturday as the worst on record. Or you may put the day of the Ulster Grand Prix of 1948 into that category, or perhaps the Thursday of the Scottish Six Days' Trial in May, or maybe the first day of the I.S.D.T. in Bavaria last month. But to get an idea of what the weather was like for the Army Championship Trial at Bagshot on Saturday you must take these bad days and all the others you can remember, lump them together,

Recognise that back? It belongs to National Serviceman Signon Paul Taft, noted civilian scrambler. He had a rough passage

multiply the result by ten and then add an extra shot of rain for good measure.

The heavens ripped open during the Friday. Rain fell in torrents for most of the night, transforming Bagshot's sandy wastes into a single, vast quagmire. The sky cleared when riders were readying for the morning's timed, cross-country gallop, trapping them into thinking that the bad weather was spent. Most left their riding coats behind. Soon the rain restarted and that, coupled with the water spun up from deep pools littering the tracks, soon had everyone wringing wet. So far, however, the riders seemed to be winning; but the weather still had a trick or two up its sleeve.

About lunch-time, while competitors savoured a pie and a cup of tea back at Blackdown Barracks, the overcast opened, the rain powdered to a mist and warm sunshine spilled out. It was still reasonably fine when the earlier runners set off for the second stage—an attack on a dozen nearby observed sections—and so again coats were left behind. And it was soon after that that the fun really began. The storm was one of the worst on record. The whole of the heathland became a desert of gloom. Rain fell in a liquid sheet on the churned-up, soggy tracks, blinding riders with its intensity; almost it filled one's mouth the instant one opened it to speak or laugh.

Laugh in such a downpour? In spite of the rain and the rivulets that ran down everyone's backs, the championships as always proved a magnificent day out. The going was sporting every inch of the way. Marks were lost wholesale; two observed sections—the first and the fourth—had to be cut out, and several others, though not cut out, became quite impossible. Yes, Saturday was an enjoyable day out—but it was a hard day out as well.

That L/Cpl. Arthur Lampkin ("I have less than 100 days to demob") should take

a W.D. Matchless in standard trim round such going for a loss of only six marks is quite incredible. Lampkin has won every major Army trial in which he has taken part this year, the Northumbrian District and Northern Command Trials included. His nearest rival was Sgt. Mervin Edwards with a debit of 21. Third-best individual was Cfn. Bob Hart with 23. Cfn. Pat Brittain tied with Hart on observation but was slower in the special test.

Very early numbers were at an advantage on such a day, for they were able to cover the first loop of the figure-of-eight course before the afternoon's storm hit. Later numbers wallowed around. Pity, therefore, Cpl. John Stone, son of Norton's Bill Stone, who plodded round last in the field—No. 121—on the very last day of his National Service. Plodded round he may have done. But his loss of only 38 marks does him the greatest credit.

In all 120 riders started. Eleven retired on the morning run. Teams were entered from units from Commands all over Britain and there were two from Northern Ireland and three from Germany. It came as no surprise that 5 Training Regiment Royal Signals emerged as the ultimate winners. Their A team trio were outstanding throughout.

A Scots corporal remarked at the finish, after a stint of marshalling, "Mon, that was more than a day, it was half a day as well." How right he was!

Gold Trophy (best team)—5 Try Reg B. Signals: S/Cpl. Blagden, L/Cpl. Lampkin, L/Cpl. Jones.

With Trophy (runners-up)—ARMY M.T. School: S/Cpl. Nicholson, Cfn. Hart, Sgt. Brooks, 104.

Third best Team—Depot and Try Reg RMP: L/Cpl. Coler, Cpl. Manning, Sgt. Ganswell, 110. Graham

Walker Cup (best T.A. team)—4/7 Gordons: Sgt. Fraser, Sgt. Dunlop, L/Cpl. Allerton, 112.

Service Trophy (best individual performance)—L/Cpl. Lampkin, 6. Edwards, 21.

Third best—Cfn. Hart, 23. Best National Serviceman—L/Cpl. Lampkin. Best Regular—Sgt. Edwards.

First-class Awards—Cfn. Brittain, Cpl. Manning, Sgt. Jones, Cpl. Graham, Marine Hande.

Capt. Davies, Sgt. Chalmers, L/Cpl. Kiddell, Sgt. Walls, Pte. Webb.



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Smaller's L28

CASTROL WINS



AT WEST OF ENGLAND TRIAL

250-350 c.c. class

1st
P. T. STIRLAND
(Royal Enfield)

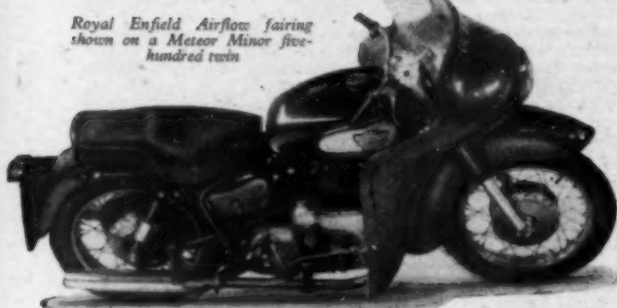
Subject to official confirmation



THE MASTERPIECE IN OILS

THIS or THIS?

Royal Enfield Airflow fairing shown on a Meteor Minor five-hundred twin



R. A. WILSON-JONES, New Chairman of the Institution of Mechanical Engineers (Automobile Division), Peeps Into the Future

OF all the absorbing aspects of the Chairman's Address, read by R. A. Wilson-Jones at a meeting of the Automobile Division of the Institution of Mechanical Engineers in London last Tuesday, the most absorbing of all came towards the end. For the most part the address traced Royal Enfield developments through the last 33 years; and in the context of recent trends, Mr. Wilson-Jones, the factory's chief engineer, recalled *The Motor Cycle Dreamliner*—a fully streamlined roadster built two years ago to explore the possibilities of extensive fairing.

The Dreamliner, Mr. Wilson-Jones recalled, consisted of a five-year-old thirty-five Royal Enfield Bullet fitted with glass-reinforced plastic nose and tail fairings designed by Lawrence Watts, one of this journal's staff of artists, and fashioned by Richard Wood, assistant editor of *British Plastics*. Exhaustive tests at the Motor Industry Research Association's proving ground at Lindley revealed a fuel-consumption reduction varying from 23.5 per cent at 30 m.p.h. to 35 per cent at 60 m.p.h., an 11 per cent increase in top speed with the rider normally seated, and much improved acceleration. Long winter journeys on the open road proved the weather shielding to be extraordinarily effective and handling in strong, gusty winds caused no particular qualms.

When subsequently contemplating fairings for production, however, Royal Enfield thought the Dreamliner layout too revolutionary for immediate wide acceptance, and the Airflow dolphin-type fairing was introduced early this year. But the speaker believed enclosure had come to stay and once motor cyclists had become accustomed to the trend, the Dreamliner concept would oust the dolphin. To keep prices down, enclosed models would need to be designed from scratch, so that finish-

ing costs could be cut, rather than result from the fitting of fairings to existing models.

From that point Mr. Wilson-Jones outlined his prediction of logical further steps in development. Because of the difficulty of operating a kick-starter with full streamlining, electric starting would be generally adopted and that would sound the death-knell of the single-cylinder four-stroke engine. Advances in two-stroke design would finally dispel any remaining drawbacks of the type without destroying its considerable advantage in production costs, and singles and twins of up to 350 c.c. would flourish. Parallel-twin four-strokes of 500 to 700 c.c., however, were not likely to be displaced for really high-speed road work.

To combine a reasonable seat height with comfortable springing, wheel sizes might come down a little more; and there might be a move to dispense with the conventional petrol tank in favour of panniers flanking the rear wheel, to strengthen the appeal of motor cycling for women. In fact, the design of the smaller motor cycles and larger scooters would tend to merge.

Pivoted-fork rear suspension was firmly entrenched and the battle of front-fork designs would probably be won by the bottom-link layout, the action of which was not impaired under heavy braking by friction as was that of the telescopic fork; and short links were preferable to a pivoted fork since their use brought the weight of the steerable parts nearer to the steering axis.

A design feature in no danger of being superseded was the positive-stop foot gear change which

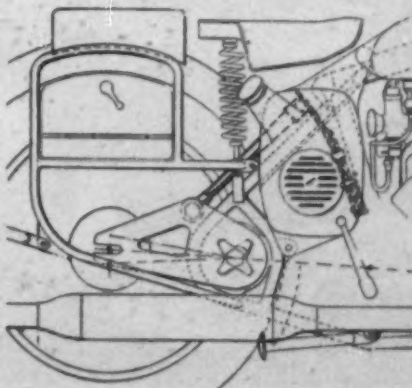


A revolutionary experiment. "The Motor Cycle" fully faired Dreamliner on test

the speaker considered superior to any form of automatic transmission. But brakes might ultimately be hydraulically operated and coupled. The difficulty there was the tremendous variation in wheel loading (and hence safe braking potential) with passenger and/or luggage carrying and with heavy braking. An equal proportioning of effort between the front and rear brakes was envisaged, with anti-lock devices to prevent skidding. Increased cost was another problem but in the long run it had never prevented the adoption of worth-while features.

Mr. Wilson-Jones also threw light on some interesting Royal Enfield experiments which never got beyond the prototype stage. They included a vertical-twin five-hundred with a built-up crankshaft supported in three bearings housed in a three-part crankcase; and pivoted rear suspension, using a leaf spring, which gave a fine ride until the seat tube broke!

An early post-war Royal Enfield experiment in rear springing. The wheel is carried by two pivoted links joined to a leaf spring clamped to the seat tube



IN laying out the Leader, Ariels aimed at a roadster providing a new level of refinement in motor cycling. The sprightly performance and superlative handling of the thoroughbred solo were considered essential features, but were to be married to cultured manners and the sort of conveniences demanded ever more insistently, such as built-in weather shielding, accommodation for luggage, enclosure of mechanism, sleek lines and cleanliness in use.

The makers have achieved their aim and more. A pressed-steel, beam-type frame of great torsional rigidity, in conjunction with a very ingenious trailing-link front fork and a conventional pivoted rear fork, contributes to a magnificent blend of steering and comfort. The potentialities of the parallel-twin two-stroke engine have been thoroughly exploited to combine pep with sweetness. Not only are the conveniences mentioned inherent in the basic layout; they are supplemented by a host of other highly practical features—such as extensive thief proofing and a lever for

trimming the headlamp beam—and an extraordinarily useful range of items available at extra charge.

Most of the Leader's attractive features have, at some time or other, been incorporated in earlier designs or offered as accessories, but never before has a motor cycle provided a more complete and coherent answer to the plea for progression along "civilized" lines.

For some 1,500 miles the model under test was used, with and without a passenger, for business and pleasure trips varying in length from a few miles to a few hundred. For much of the mileage the weather was wet and the roads were often awash. With the exception of a peaked safety helmet, no special clothing was normally worn—just a lounge suit, light raincoat and kid gloves. In other words the rider dressed as he would to travel in an open sports car; and he arrived at his destination just as clean and dry. Only when riding through a succession of freak storms was it found desirable to wear a really waterproof coat and, perhaps, light leggings. (Riders who do not wear spectacles found it an advantage to use goggles in rain.)

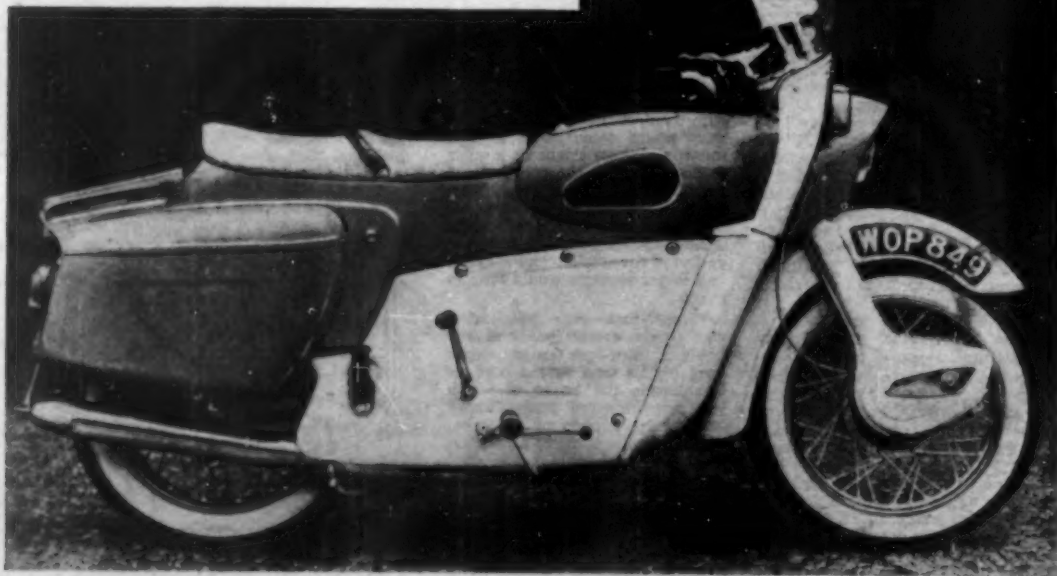
On the longer journeys the Leader's comprehensive luggage capacity was greatly appreciated. The test model was equipped with the full range of extras, including panniers and carrier. Normal weekend kit, with spare shoes and change of clothing, was comfortably stowed in the detachable, shaped plastic bags in the lockable panniers. On the cast-aluminium carrier behind the dual-seat two suitcases could be secured by the adjustable, lin-wide rubber straps provided. No less useful was the box, with lockable hinged lid, incorporated in the upper mid-section of the body. Its capacity for holding items which might be required during an outing—maps, flask, sandwiches, waterproof overalls and so forth—was remarkable. When the Leader was parked the box was handy for holding the rider's helmet, and there was room left for oddments such as scarf and gloves.

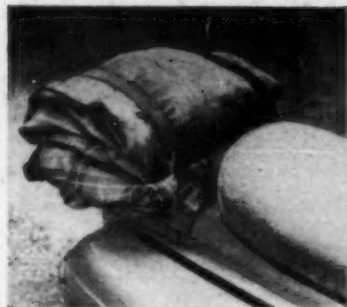
The steering lock and the securing clip for the hinged dual-

ROAD TESTS OF NEW MODELS

249 c.c. Ariel Leader

*Sprightly Two-stroke Twin with Excellent
Roadholding and Steering : Built-in Weather
Protection : Many Practical Features*





Left: A cast-aluminum carrier, complete with rubber straps, is available at extra charge. An idea of the amount of gear that could be accommodated is evident from this picture



The steering lock (seen here) and the lock for the dual-seat are operated from the box in the body top

seat are both operated from inside the box; hence, by locking the box lid, not only can the model be rendered proof against theft but the fuel tank, battery, tools and tyre pump (all housed under the seat) can be safeguarded, too.

When the Leader was delivered for test the engine was only partially run in. Nevertheless an effortless cruising speed of about 50 m.p.h. on a quarter throttle was soon being used. The performance figures shown in the information panel were compiled when the total mileage was only 1,500; and though by then the model was quite capable of withstanding full throttle indefinitely, it was felt that slightly better figures could probably be obtained after two or three times that mileage. (Incidentally,



Fuel-tank filler cap, battery and tool compartment are reached simply by hinging up the dual-seat which has a moulded plywood base

contrary to the usual practice with a naked machine, all performance data were obtained with the rider normally seated.)

Except when revved to the limit the engine was delightfully smooth and revelled in hard work. Under average conditions a cruising speed of a genuine 60 m.p.h. could be maintained as long as desired—which is praiseworthy for a two-fifty two-stroke—and required a throttle setting of around two-thirds to three-quarters. (On full throttle, the Leader lapped the Motor Industry Research Association's high-speed circuit at an average speed of over 64 m.p.h.) Yet the engine two-stroked exceptionally well under light load and was perfectly happy and unobtrusive when one was burbling along at well below 30 m.p.h. in top gear.

The torque peak of the engine occurs fairly high up the r.p.m. scale and this tends to give the Ariel Leader a dual personality. If upward gear changes are made early to keep engine speed low, it is a model of docility; but if the engine is allowed to spin fast by suitable use of the gear box, then acceleration and climb are quite sprightly. Indeed, it was commonplace to cover 140 to 145 miles in three hours, inclusive of normal traffic delays and fuel stops. The usual drill when refuelling was to take on 1½ gallons of petrol and a half a pint of oil—those being the largest convenient quantities approximately consistent with the recommended petrol ratio of 25 to 1.

INFORMATION PANEL

SPECIFICATION

ENGINE: Ariel 249 c.c. (54 x 54mm) two-stroke twin with separate iron cylinder barrels and light-alloy heads. Roller big-end bearings. Crankshaft supported in three ball bearings. Compression ratio, 8.25 to 1. Petrol lubrication; mixture ratio, 25 to 1.

CARBURETTOR: Amal Monobloc with strangler for cold starting. Felt air filter.

IGNITION AND LIGHTING: Coil ignition with fixed timing. Lucas RM12/15 50-watt alternator driven by right-hand end of crankshaft. Lucas 6-volt, 13-ampere-hour battery charged through rectifier. Lucas 6in-diameter headlamp with pre-focus light unit.

TRANSMISSION: Four-speed gear box in unit with the engine; positive-stop foot control. Gear ratios: bottom, 19 to 1; second, 11 to 1; third, 7.8 to 1; top, 5.9 to 1. Multi-plate clutch with Neoligite facings operating in oil. Primary chain, ½ x 0.225in in cast-aluminium oil-bath case. Rear chain, ½ x 0.305in in pressed-steel case. Engine r.p.m. at 30 m.p.h. in top gear, 2,652.

FUEL CAPACITY: 2½ gallons.

TYRES: Dunlop white-wall 3.25 x 16in; rear, Universal; front, Lightweight Reinforced ribbed.

BRAKES: 6in diameter x 1½in wide front and rear; fulcrum adjusters.

SUSPENSION: Ariel trailing-link front and pivoted rear forks, both employing Armstrong hydraulically damped shock absorbers.

WHEELBASE: 51in unladen. Ground clearance, 5in unladen.

SEAT: Ariel dual-seat; unladen height, 31in.

WEIGHT: 330 lb equipped with all available extras (pannier cases and bags, luggage carrier, prop and front stands, trafficators, parking light, Smith's eight-day clock, neutral indicator and inspection lamp) but without fuel.

PRICE: £168. With purchase tax (in Great Britain only), £209 11s 7d

Price does not include extra equipment mentioned.

ROAD TAX: £1 17s 6d a year.

MAKERS: Ariel Motors, Ltd., Selly Oak, Birmingham, 29.

DESCRIPTION: The Motor Cycle, 17 July 1958.

PERFORMANCE DATA

(Obtained at the Motor Industry Research Association's proving ground, Lindley)

MEAN MAXIMUM SPEED: Bottom: 24 m.p.h.

Second: 40 m.p.h.

Third: 57 m.p.h.

Top: 67 m.p.h.

HIGHEST ONE-WAY SPEED: 69 m.p.h. (conditions: negligible wind; rider normally seated)

MEAN ACCELERATION: 10-30 m.p.h. 20-40 m.p.h. 30-50 m.p.h.

Second 5.5 sec 6 sec

Third 9 sec 9.5 sec

Top 16.6 sec 16 sec

Mean speed at end of quarter-mile from rest: 57 m.p.h.

Mean time to cover standing quarter-mile: 22 sec.

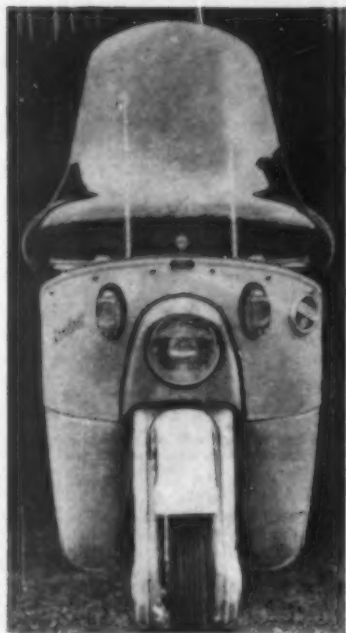
PETROL CONSUMPTION: At 30 m.p.h., 90 m.p.g.; at 40 m.p.h., 82 m.p.g.; at 50 m.p.h., 73 m.p.g.

BRAKING: From 30 m.p.h. to rest, 33ft (surface, dry tarmac).

TURNING CIRCLE: 14ft 6in.

MINIMUM NON-SNATCH SPEED: 13 m.p.h. in top gear.

WEIGHT PER C.C.: 1.32 lb.



A front view of the Leader gives an excellent impression of the weather protection provided. The wind-screen is attached to the top of the weather-shield and supported by substantial vertical rods. Flashing-light indicators flank the headlamp.

The exhaust note had a crisp edge, which mellowed slightly as the miles totted up and carbon formed in the silencers, but was by no means objectionable. Mechanical noise was negligible and an air silencer (formed by the rear engine-attachment bracket) subdued induction roar.

Little effort was required to spin the engine by means of the kick-starter and cold starting was child's play. Provided the strangler was closed and a few moments were allowed for the carburettor to fill after the tap was turned on, a first-kick response was the rule, but in any case no more than three or four prods were ever required. (The strangler control and petrol tap protrude through the left-hand side panel.) Only about a quarter-mile had to be covered before the strangler could be opened fully; restarting, with the engine warm, required only a light thrust on the pedal.

Idling was better than average for a two-stroke and, with the engine ticking over slowly, bottom gear could be engaged noiselessly—with the sole proviso that, before the first gear engagement of the day, the clutch plates were freed by operating the kick-starter with the clutch withdrawn. Clutch engagement was smooth. A leisurely technique was required for a clean change from bottom gear to second; the other two upward changes could be made more quickly and well repaid careful matching of the control movements. Clean downward changes demanded a synchronized blip of the throttle; the best results were achieved by setting the throttle stop for idling and removing every trace of backlash from the throttle cable, so that the response to blipping was a mite quicker than if the throttle was set to close completely. Neutral was easily selected from bottom or second gear. The indicator light (an extra) in the instrument panel serves also as an ignition warning light when the gears are in neutral—a minor but appreciated feature. Slight transmission noise was audible in the indirect gears.

Not adjustable for load, the springing proved to be a remarkably good compromise for riding with or without a passenger. In the former instance it was only a shade on the firm side and in the latter well-nigh perfect. In both cases roadholding was exemplary. Complementary to the fine roadholding was steering of a lightness and precision which were a joy to the connoisseur and a source of great confidence to the beginner. Another aspect of performance to reach the same high standard was braking, which was smooth, powerful and controllable. A sensible innovation is a second stop-light switch so that use of either brake operates the light.

Well shaped and deeply padded, the dual-seat was praised by both riders and passengers. The riding position was relaxed and comfortable though short riders might prefer a slightly lower seat and a footrest setting two or three inches farther forward. There is an ample range of adjustment for the rear-brake and gear pedals and, though the positions of the clutch and front-brake levers on the handlebar cannot be altered, they are reasonably well sited just above the plane of the rider's forearms. To clear the windscreen, the levers are comparatively short; consequently it was found advisable to maintain a close setting in the control cables.

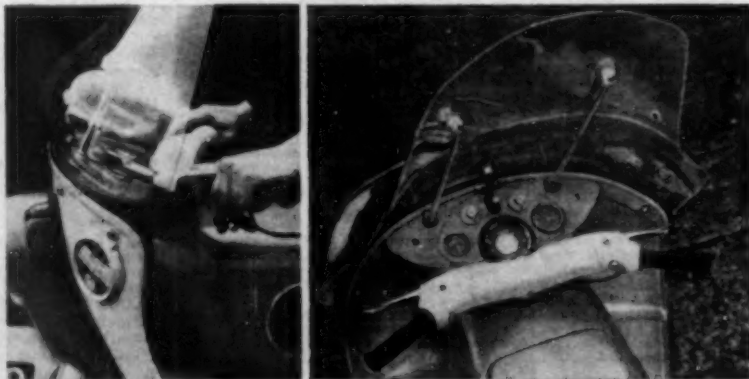
Worthy of special praise is the fingertip positioning of the dipswitch and trafficator switch beneath the left handlebar grip. (Trafficators are extra.) The trimmer for the headlamp beam operates in a slot in the middle of the instrument panel and has a range suitable for all machine loadings between the extremes of a light rider and two persons with luggage. Intensity of the beam was adequate for normal speeds after dark and full lamp and ignition load on the battery was balanced by the alternator at 30 m.p.h. in top gear.

Clever design has ensured ease of maintenance in spite of extensive shielding. The brake adjusters are readily accessible, as are the sparking plugs (from the front of the engine). Removal of the side panels—which involves undoing five coin-slot screws on each side and first detaching the gear pedal and kick-starter on the right—gives access to the carburettor, contact breaker and gear box, and to clutch and primary-chain adjustments. The tail of the body may be hinged upward for rear-wheel removal and, if panniers are fitted, that is a necessary preliminary to rear-chain adjustment, too, unless a box spanner is available to fit the spindle nut.

A retractable lifting handle can be brought into use when pulling the machine on to its centre stand; the prop stand is extra, as is the two-piece, detachable front stand normally stowed in the tool tray. Other extras not already mentioned were a speedometer trip recorder, eight-day clock, low-consumption parking lamp and inspection lamp with 4ft of flex.

The Leader's elegant lines are enhanced by white-wall tyres and a two-tone finish combining light Admiralty grey with oriental blue or cherokee red. Such is the appeal of the model's outstanding convenience, cleanliness, roadworthiness and appearance that the Leader cannot fail to be the forerunner of a new trend and a yardstick by which future designs will be judged.

Left: The flashing-light indicators are actuated by a long, easily operated lever. Right: Plan view of the fascia which houses the ammeter, speedometer, clock (or medallion), light and ignition switches and, between them, the manual beam-setting lever for the headlamp.





The risk of finding a short bed is not the sole risk encountered by tourists in Scotland. An Essex reader sent this picture of the ferry over the Kyle of Keoldale, between Cape Wrath and Durness. The boatman places an old door across the boat and invites the rider to wheel his machine on board and support it during the crossing. Traffic is suspended in bad weather!

Letters to the Editor

IS.D.T. Debate

Comment on Those Unsuitable Gear Ratios

IT may be reasonable to say that Britain was unlucky in this year's International Six Days' Trial, but surely luck played no part in the affair of Jim Sheehan and his overgeared Velocette? Among the A.C.U. officials who examined this machine at Reading a month ago (and who accompanied Britain's team to Germany, of course) were a team manager, an assistant team manager and a technical team manager. How many more persons would be needed to ensure that Sheehan's machine was sent to Germany with the correct gear ratios? M. MEAD
Newbury, Berks.

Horses on the Roads

What the Highway Code Says About Them

REGARDING the letter from "Horse Hater" (September 18), I quite agree that there should be a test for some people before going on the road, not, however, for horse riders but for motor cyclists. It is possible for anyone to obtain a provisional licence, buy a large machine and set off with no idea how to handle it.

Does your correspondent realize that horses were on the road a long time before motor cycles and cars were invented? He should also know that horses have the right of way on the road and that Clause 26 (page 7) of the Highway Code says: "Go slowly when passing animals and give them plenty of room. Stop if necessary or if signalled to do so." He seems to me to be one of those I meet on the road who blaze past hell for leather with all the stops out.

By the way, I ride a horse and a motor cycle besides driving a car, but I always slow down when passing horses because I

understand all three. I'm no horse hater because I'm a groom but I hate people who believe that the road is only for themselves. "REASONABLE ROAD USER"

Morpeth, Northumberland.

Let "Horse Hater" Take Lessons on Four Legs

WITH some of "Horse Hater's" statements (September 17) I am inclined to agree, especially (if I may coin a term) that "tenderseats" should take a test before being allowed on the road. And while I admit that huntsmen and hounds look very picturesque on a fine, crisp winter's morning (much as I detest the blood-thirsty sport), I do wish they would keep to the open fields instead of charging up and down main country roads, sometimes even entering a town if thought necessary.

However, when I meet a competent rider on horseback along a road both he and his mount receive every ounce of my courtesy and respect. After all, they were in existence centuries before any type of motorized transport. What is more, they still have a place on the Queen's highway. I think "Horse Hater" will find others in his district inclined to agree. I even go so far as to think that two brains can be better than a motor cyclist's one.

Perhaps "Horse Hater" might even take horse-riding lessons and learn to understand a four-legged friend as I have done. He might even change his nom-de-plume. "SWK 137-C12"
Coventry.

Safety Helmets

Reasons for Adoption by Many Young Riders

AS a very moderate veteran of 14 years' experience who has reluctantly donned a helmet for safety reasons, I feel bound to comment on "Nitor's" remarks (September 18) concerning

the wisdom of the novice brigade in accepting the safety helmet. Let us not fool ourselves. At least 40 per cent of the younger school have adopted the safety helmet for one or all of the following reasons.

1. They think that they resemble road racers. 2. Following from that, helmets suit the stupid, deformed riding position synonymous with clip-on or dropped handlebars. 3. They can be gaudily painted, thereby drawing extra attention to the supposedly dangerous nature of motor cycles. 4. If the dropped-bar, sit-on-the-back-of-the-seat brigade wore a peaked cap the peak would prevent them seeing where they were going (assuming they wanted to go anywhere). 5. Helmets form an admirable base for stick-ons.

"HELMET HATER"

Wetherby, Yorks.

Holiday Load

Family Three-wheeler Tows a Camping Caravan

SOME time ago I read an article about a Bond Minicar touring France, Belgium and Holland well loaded with camping equipment. I am a Dutchman living in England and I think I can go one better, for my wife, two children and I went touring those same countries with our Minicar towing a caravan.

The caravan is a home-made job and its roof and sides are collapsible to a reasonable height for towing. It is made as light as possible but when we went on our holiday it was really well loaded. In the trailer we had our younger son's carrier-cot filled with clothes, plus full camping equipment and a two-gallon water can. From the back of the Minicar I removed one of the seats which made room for a suitcase and also made a comfortable bed for the two boys, the younger of whom is a baby. Taking the extra weight into consideration, the Minicar went surprisingly well and on the motorways kept up a speed of 40 m.p.h. I enclose a snapshot which was taken near Middelburg in Holland.

Sheerness, Kent.

P. J. WAY

Life Tax for Cycles

How the Authorities do it in Singapore

WITH reference to "Ixon's" comment (July 17) and Mr. Milne's letter (August 7) regarding the collection of a cycle tax, I would like to bring to your attention the system of cycle registration used by the Singapore authorities which could well be

adopted in Britain. The tax is payable only once—as soon as the cycle is put on the road—and a licence plate is issued which is attached to the rear mudguard. The frame is stamped with the same number to safeguard against swops of licence plate.

The licence lasts as long as the cycle does so there is no annual collection and no documents are involved. The charge for this life subscription, as it were, is approximately 23s 6d which I think is quite fair.

I realize that this is a bit late to take part in the discussion but your August 7 issue has only just reached me. R. C. MAY
R.A.F. Seletar, Singapore.

Tyre-fitting Methods

Persuading the Valve Through the Rim Hole

ON reading "Nitor's" seasonal article on tyre fitting and as an old hand, I was indeed surprised to see the method advocated of fitting the cover first and then the tube, necessitating the special lever to overcome the difficulty of getting the valve through the orifice. I looked up an article published in *The Motor Cycle* in January 1950 and also the latest Dunlop illustrated service booklet. There the tube is half fitted into the cover first and the tyre and tube are offered up to the orifice together—a very much easier operation for the newcomer. It would be interesting to know which is the method most used.

Winchester.

RONALD A. BAVERSTOCK

Credit Purchase

High Rate of Interest on Clothing and Spares

HAVING read your journal for the past two years I have seen many articles and letters regarding the monetary side of motor cycling, all of which appeared to be directed towards saving the rider money. First there was an outcry against purchase tax on helmets. (These few coppers have now been lifted, but very many riders still cannot afford or will not buy one; and photos of various trials printed in your journal still show the majority of competitors riding in caps.) Secondly, there was a large-size moan about the police-court fines incurred by some riders (though they did not state whether or not they were guilty of the offences for which they were booked). Spasmodic moans occur regarding the price of petrol, garage services and motor-cycle insurance. Yet while all these moans are going on nobody seems to care that we are the victims of what I feel is a racket to beat all rackets. I refer to the short-period hire purchase or credit-sale terms offered by most dealers on spares and clothing.

A dealer's catalogue I received recently told me that I could have a certain item of clothing costing £5 for a deposit of £1 and six monthly payments of 16s. This meant that for loaning me £4 for six months I pay 16s interest or 4s in the £, which over a year works out at 40 per cent interest. Another firm which offered me goods valued at £3 for 7s 6d deposit stood to gain 6s 6d interest on £2 12s 6d, which is over 20 per cent interest a year. Yet I can purchase goods such as cameras, projectors, tape recorders and radios over a period of nine months at only five per cent interest. Further, many dealers now offer hire purchase at cash prices without interest.

When purchasing my present machine 18 months ago I paid only ten per cent interest or 2s in the £ over a year, so why should interest on spares and accessories be so high, especially when interest rates are lower today than they were when I purchased my machine?

Now that interest rates have dropped even lower I think it is about time that dealers started to give the motor-cycling fraternity a



A picture showing P. J. Way's Bond Minicar and miniature trailer (see "Holiday Load"). Cruising speed is claimed to be 40 m.p.h.



INTERNATIONAL 6 DAYS TRIAL
MATCHLESS
WINS A
MANUFACTURERS' TEAM PRIZE
AND 3 GOLD MEDALS
for completing the course without loss of marks



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NOW!—at BP garages—

BP-ZOOM

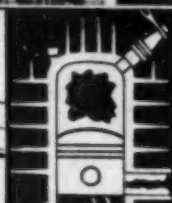
containing amazing new
BP ENERGOL TWO STROKE OIL

Got a two-stroke? Then here's great news for you. Now - at BP garages - there's BP-ZOOM. THE FIRST EVER BRANDED AND SCIENTIFICALLY BALANCED TWO-STROKE PETROL/OIL MIXTURE CONTAINING AMAZING NEW BP ENERGOL TWO STROKE OIL. Yes, following the sensational success of BP Energol 'Visco-static' motor oil BP have produced a special oil for two-stroke engines.

BP ENERGOL TWO STROKE OIL is specially made to cut down spark plug troubles and deposits - protect your engine against wear. It's the *only* oil recommended by Lambretta on the Continent - and it's recommended by most other leading two-stroke manufacturers - so... CALL IN AT YOUR BP GARAGE. Stop at the dispenser and ask now for BP-ZOOM - the first ever branded and scientifically balanced two-stroke petrol/oil mixture - CONTAINING NEW BP ENERGOL TWO STROKE OIL.

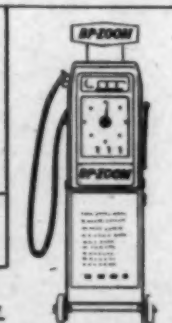
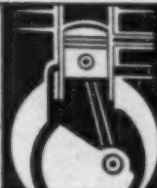


1 Bob and Paula start a new day by changing to a new and better mixture. They asked at the dispenser for BP-Zoom - containing BP Energol Two Stroke Oil. Why? Because they know that BP-Zoom will mean a smoother ride - and a carefree one.



2 Plug change for someone! This is caused by spark plug 'whistling' or electrode bridging. But Bob and Paula have no worries. BP Energol Two Stroke Oil reduces these troubles to a minimum.

3 Up the hill like a bird! BP Energol Two Stroke Oil cuts down harmful carbon deposits - on pistons, in combustion chambers, in exhaust ports - which so often cause sluggish running.



4 Like most owners, Bob keeps his bike in perfect condition. And that's what BP Energol Two Stroke Oil does for his engine. It protects it - better than any conventional oil can - against bearing wear and corrosion.

5 A friend from France - where there are over 5 million two-strokes - tells them that BP Energol Two Stroke Oil is the only oil recommended by 26 French manufacturers.



STOP AT THE DISPENSER FOR **BP-ZOOM** THE BALANCED PETROL/OIL MIXTURE THAT CONTAINS **BP ENERGOL TWO STROKE OIL**



Another picture that brings out the adventurous spirit of Scots ferrymen. The derestriction sign at Kyleakin, Isle of Skye, is apparently intended to permit a swift run down the jetty—and an equally swift dash to Kyle of Lochalsh.

fair deal and better value for their money. The dealer is supposed to be in business to serve the rider, but with this credit-purchase scheme it appears to me to be the other way about. R. A. S. Romford, Essex.

Insurance Premiums

Revise the Charges and No-claim Bonuses

MR. SMITH in your September 18 issue has unwittingly hit the nail right on the head when he says that the insurance companies are almost doing us a favour by accepting our business at all. The whole question of motor insurance is a doubtful commercial proposition for the companies and most of them show a loss in this department. An insurance friend up here tells me that their motor department has shown a loss every year since the war. The insurance companies do not work on sentiment, prejudice or anything other than hard statistics and proved facts.

Of the whole category of vehicles insured, motor cycles and sports cars are looked upon with the least favour. Fifty per cent and 100 per cent excesses on normal premiums are quite common for sports cars, and if you say you will take your business elsewhere the insurer will be only too glad! So we motor cyclists have a little to be thankful for, anyway.

What is required is a system whereby the people who have the crashes—and therefore cause the claims—pay at a much higher rate than men such as Mr. Smith who go for years without a claim. I suggest that existing premiums should be doubled—or perhaps trebled—and that no-claim bonuses of 60 to 90 per cent

be allowed to the no-claimers. This would surely solve the problem and the lad who caused the claims would pay for his lack of skill and care accordingly.

Another scheme would be to have an association of advanced motor cyclists (as do the car drivers), with reduced premiums for those who pass the genuinely stiff tests. This would help our pride and our pocket—and would be a tremendous incentive to safer riding.

J. MACPHERSON

Edinburgh, 2.

Mind the Flowers!

G. A. Brine Makes a Suggestion Concerning Them

I SHOULD like to reply to G. Carlisle (September 11). "Nitor's" comments and my experience certainly gave food for thought and also the opportunity to observe the old rule: "After dinner, rest a while." Evidently your correspondent had not digested his mental repast, perhaps being impatient to get out and "use all the road... as fast as possible." I am wondering if he is the culprit concerned with my affair! For his benefit I have taken the trouble to check the facts in order to give the following information.

The point where the right-turn signal was given is on a straight stretch of road exactly $\frac{1}{2}$ mile from the roundabout in question. On that stretch of road between the signalling point and the roundabout are a swimming pool, a café and a petrol station, access to any of which would certainly warrant the right-turn signal.

Mr. Carlisle's comments and suggestions are most kind. I have been riding for only 28 years and bow to his modern technique. If I come up behind a Velocette rider in future my wisest course will be to dismount rapidly and leave him all the road—he wants it! Should I gather any flowers, perhaps he will send me his address as they might remind him of the open road.

London, S.W.17.

G. A. BRINE

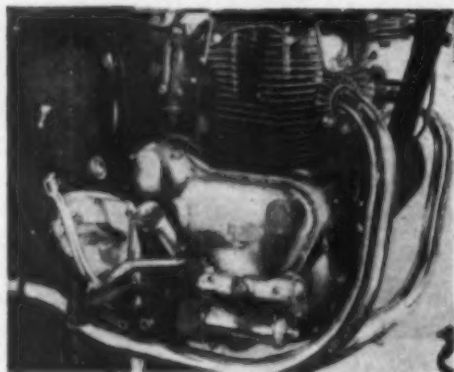
The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Twelve Airflows

ROYAL ENFIELD RANGE EXTENDED: NEW

SPORTS CRUSADER AND DE LUXE ONE-FIFTY

FIVE-HUNDRED BULLET MODIFIED



Right: Introduced earlier this year, the Crusader Airflow is equipped with a neat, dolphin-type fairing providing comprehensive weather shielding



Left: One of the biggest power units in production today, the engine of the 692 c.c. Constellation, which is now also available with the Airflow fairing

TRADITIONALLY, a maker's new models are announced in autumn. But, ignoring convention, the enterprising Royal Enfield factory has revealed, at intervals through the past months, one stimulating new model after another. There was, for instance, the sleek 248 c.c. Crusader Airflow with in-built weather protection. An energetic and compact little mount, the 496 c.c. Meteor Minor twin followed, partnered by a real roadburner—the super-sports Constellation seven-hundred. In the two-fifty field the Clipper name was re-introduced, to designate a low-cost version of the famous Crusader. Finally, only a week or two ago, the 346 c.c. Works Replica trials mount was added.

Yet not every cat was allowed to escape from the Redditch bag! Still more newcomers are included in the 1959 range. Based on the 248 c.c. Crusader is a new sports model with the promise of an exhilarating performance. The name Prince is given to a new 148 c.c. luxury lightweight. And every roadster in the programme—12 in all ranging from the utility Ensign two-stroke to the high-speed Constellation twin—now has an Airflow-faired counterpart. Add the trials special and the list totals up to 25 models.

In the smallest capacity class the 148 c.c. Ensign III two-stroke is unchanged. As before, the pivoted rear fork is controlled by curved coil springs,

mounted on the rearward ends of the frame rear loops and concealed behind chromium-plated pressings. Standard equipment includes rectifier-and-battery lighting, a dual-seat and pillion footrests. Normally the headlamp is carried in the extended arms of the cast-aluminium fork crown, but as mentioned earlier the Ensign is now available in Airflow form in which case—as for all Airflow versions—the fork crown is of simpler style and the lamp is mounted in the forward face of the shroud.

New for 1959, the Prince, again with a 148 c.c. two-stroke engine-gear unit, differs in some respects from the Ensign. Circular flywheels are employed in place of bobweights, and crankcase compression as a result is raised, so providing an increase in power output. A heavy-duty three-speed gear box, built in unit with the engine, features a stiffened-up mainshaft and an improved pinion tooth form. A Neoprene synthetic rubber shock absorber is incorporated in the sprocket on the gear-box mainshaft.

Frame of the Prince is of orthodox tubular construction and embodies a normal pivoted rear fork with hydraulically damped spring units. The rear mud-guard is deeply valanced; cleanliness of line is further aided by a pressed-steel guard which covers both runs of the final-drive chain. Holding three gallons of petrol, the fuel tank has an attractive,

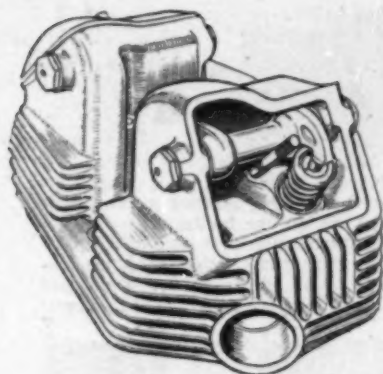
bulbous shape. The long, tapered silencer is equipped with a detachable, light-alloy tail cap for ease of cleaning. Both wheels have light-alloy, full-width hubs housing 5in-diameter brakes; tyre size is 2.75 x 19in.

Three machines comprise the two-fifty group. Similar in general concept, they are the 250 Clipper, Crusader and the new Crusader Sports, each of which is listed in standard or Airflow form. In the basic four-speed engine-gear unit the timing-gear and primary drive are both at the left-hand side; the Lucas A.C. generator, on the right of the unit, is completely enclosed within a side-cover casting. The crankshaft is a single, close-grained iron casting; the light-alloy connecting rod has a split-shell, white-metal big-end bearing.

On the 250 Clipper the cylinder head is of cast iron and the die-cast engine covers are unpolished. Now included in the standard specification are a dual-seat and pillion footrests (previously listed at extra cost), and the fuel tank is embellished by chromium-plated panels. New for the Crusader is a light-alloy cylinder head, with austenitic iron valve seats; light-alloy replaces steel in the pushrods.

Making its debut is the Crusader Sports, for which a maximum speed of about 80 m.p.h. is claimed. Contributing to the increased power output (18 b.h.p. at 6,250 r.p.m.) are sports-type cams with a quicker lift and greater degree of overlap than those of the standard models. Flywheel weight is reduced, to provide a zipper getaway; the compression ratio is stepped up from 8 to 8.5 to 1. Similar to that of the Crusader, the cylinder head is a light-alloy casting but modified to accommodate a 1½in-diameter inlet valve in place of the normal 1¼in component. For longer life, the tips of both inlet and exhaust valves are hardened.

Frame design is as for the Crusader



Cylinder head of the 499 c.c. Bullet features redesigned rockers operating on fixed shafts

and 250 Clipper, but the front fork is that of the Meteor Minor model and embodies two-way hydraulic damping. Wheels are 17in-diameter with full-width hubs; brakes are 7in and 6in in diameter at front and rear respectively. Emphasizing the sporting nature of the newcomer are chromium-plated mudguards and a deep, 3½-gallon fuel tank, fully chromium-plated but with an enamelled top panel to combat glare.

Previously the two 346 c.c. models—the 350 Clipper and Bullet—have shown a strong family resemblance; frame design,

indeed, is identical. But whereas the Clipper, with cast-iron cylinder head and barrel, goes forward to 1959 without modification, a number of innovations are incorporated in the Bullet. There is, for instance, a lower, sportier look resulting from the adoption of 17in-diameter wheels (with 3.25in-section tyres), the Meteor Minor fork and 3½-gallon fuel tank as for the Crusader Sports model. Both mudguards are chromium plated; that at the front is of narrow section; the rear guard has deep side valances.

Changes in the engine include high-lift sports cams, a larger-bore (1¼in) carburettor with consequent increase in inlet-tract section, and a compression ratio of 7.75 to 1. A crankshaft-mounted A.C. generator supplies lighting current only and ignition current comes from a Lucas SR1 rotating-magnet magneto. Minor alterations to the model embrace a modified exhaust-pipe sweep and a new, longer silencer (also fitted to the Crusader, 499 c.c. Bullet and the twin-cylinder range).

On the larger Bullet, design of the rocker gear no longer resembles that of the three-fifty in which the rocker arms are integral with their spindles and the spindles operate in split bearings. The redesigned head features bushed rockers which operate on shafts located between the rocker-box walls; lubricating oil is fed to the shaft ends by external pipes. Small inspection covers replace the earlier rocker-box covers. The new head embodies a downdraught inlet tract, inclined to the right-hand side of the



Simple yet ingenious transmission shock absorber—the mainshaft sprocket of the 148 c.c. Prince is bonded to a synthetic-rubber pad

machine at an angle of 18 deg from the longitudinal centre line; the inlet valve diameter is increased to 1½in. As with the Crusader Sports, the cams have a quick-lift profile, valve springs are of two-rate pattern with light-alloy top covers and the valve-stem tips are hardened. The compression ratio is 7.25 to 1. Clamping the cylinder head and barrel to the crankcase are six long set-screws, which engage with Helicoil thread inserts in the crankcase castings.

Retained for the Bullet five-hundred are 19in-diameter wheels, with dual 6in-diameter brakes incorporated in the full-width hub of the front wheel. Mudguards are chromium-plated and there is a new fuel tank, similar to that of the Constellation twin and holding 4½ gallons.

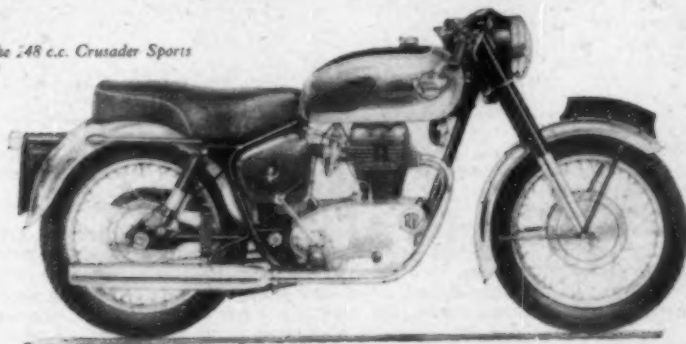
No alterations are made to the standard and de Luxe Meteor Minor twins, which combine a short-stroke 496 c.c. parallel-twin engine with a suitably strengthened version of the Crusader frame to produce a powerful five-hundred with the feel of a two-fifty. For the Super Meteor (when not fitted with Airflow fairing) there is a siamesed exhaust system similar to that of the Constellation.

On all models, bosses are now provided on the steering-head lugs so that the Airflow fairing may be readily attached. Improvements to the fairing include a strengthened lower attachment bracket, and a chromium-plated strip, on the inside of the screen, at the joint between the screen blade and the glass-fibre of the main moulding. A facing for the forward registration plate is now moulded into the front of the shroud. Attachment to the steering head is by a steel, I-section forging.

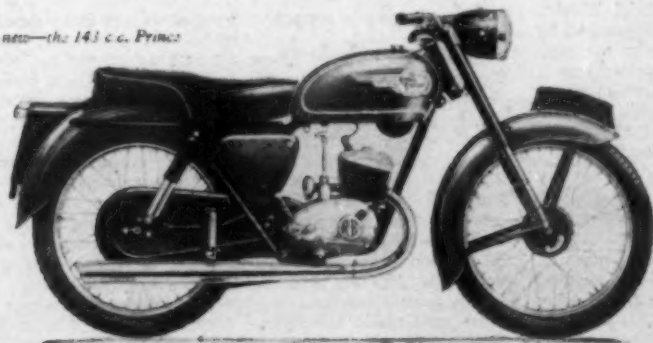
In both Airflow and unfaired forms, the Crusader and Crusader Sports, the two Bullet models, the Meteor Minor de Luxe and the Super Meteor and Constellation seven-hundreds are finished in either polychromatic Burgundy or polychromatic peacock blue. Cherry red and black is standardized for the orthodox Prince, 250 and 350 Clippers and the Meteor Minor Standard; for the Airflow versions of each there is the additional choice of a surf green finish. Red or surf green is also specified for the Ensign Airflow, but the standard model is obtainable in surf green or black only.

Makers are the Enfield Cycle Co., Ltd., Redditch, Worcs. Prices are to be announced shortly.

The 248 c.c. Crusader Sports



Also new—the 143 c.c. Prince



On the Four Winds

By "NITOR"

DREAM ASSISTANT

Applications are invited from high-speed electronic computers for the post of assistant to "Nitor." At least, that was my reaction last week when I read of a new instrument which, when completed, will be capable of scanning the entire information contained in the *Encyclopædia Britannica* in under four minutes. So great, indeed, is the instrument's capacity and speed of processing that it will be competent to handle the clerical work of the biggest organizations in this country. I see myself saying, "Welcome to Dorset House, Mr. E.M.I. Enidec 2400. Just hang up your hat, deal with that pile of mail, write me 2,400 "On the Four Winds" paragraphs, and I'll see you on my return from the South of France this time next year." Such dreams I have.

THOSE TRANSFERS!

A Welsh court last week fined an enthusiast 10s for having his windscreen covered with transfers. He pointed out that one looked over a handlebar screen rather than through it—but that argument failed to click with the bench. Commenting on the case, a correspondent avers that while the transfer craze has little to recommend it, the court showed itself to be completely out of touch with the factors affecting a screen's fitting. You can hardly blame the learned bench for that! At all events my sympathy lies entirely with the prosecution. True it is that a screen should be looked over. But on greasy cobbles in the wet it is essential that a rider can see where the front wheel is going. A screen obscured by transfers can be a definite danger.

WONDERS OF NYLON

To the feminine mind, mention of nylon conjures up the vision of something filmy, frivolous and easily washed. But there is more to the material than that; far more, as was indicated at the recent Nylon in Industry exhibition in Birmingham. Technically speaking, nylon designates a group of synthetic thermoplastic polymers (whatever they may be; characterized by high tensile strength, resistance to abrasion and inertness to organic solvents. The emperor of plastics, it is superior to steel or cast light-alloy in many applications—and just how wide those applications may be was demonstrated by exhibits ranging from football-boot studs to speedometer pinions. Of particular motor-cycle interest was an enlarged sectioned drawing of the Ariel Leader, by *The Motor Cycle* artist John Ferguson, surrounded by the various nylon-moulded components used in the construction of the machine; no fewer than nine applications in all, including brake-shoe adjustment studs (resistance to abrasion), fuel tank filler cap (inertness to organic solvents) and the steering-head locking bracket. From all of which it can be seen that drip-drying is but a minor virtue.

MORNING PARADE

Is yours a 7.30 a.m. model? An 8.15? Or a gentlemanly nine o'clocker? Yes, there is often a difference. Certain types and makes seem to predominate at varying times of the day—at least, so I deduce from a personal and entirely unofficial survey in a busy area. For instance, the early birds, in the main, are treated as means of transport and little else: just here and there are solidly built singles, travel

stained but obviously well maintained and presumably owned by country dwellers coming into the city to work. But far outnumbering these are the hordes of two-strokes and elderly autocycles, usually in such a state of delapidation as to indicate nights spent garageless under old mackintoshes in back yards. For some reason, between 8 and 8.15 a.m., the roads are suddenly filled with sidecar outfits, gener-



Shades of the tempests to come! This flood scene is from Wickford, Essex. The reader who took the photograph reports that the Harley-Davidson outfit completed the crossing without difficulty.

ally chuffing side-valves attached to nondescript—often home-built—double-adult bodies; and, surprisingly, interspersed with these are solos in trials trim, complete with bobby-dodger lights and 4.00in rear tyres. Moving up to nine o'clock, the big-twins come into their own, blasting their way through a growing flood of scooters. I wasn't up that early, but what are the six-five specials like?

ANGLERS ON WHEELS

I am never quite sure whether there is something about angling that attracts motor cyclists or something about motor cycling which attracts anglers. Certainly if you are an angler there are few better means of getting to likely waters than by powered two-wheeler. The late Mortimer Batten was, of course, more than an angler: he was a world-famous naturalist who ranked fishing high among his outdoor pursuits and who never lost his love of motor cycling. But until I read a recent issue of *The Sunday Times* I was unaware that Maurice Wiggins, author of *The Passionate Angler* and *Fishing for Beginners*, had also been of our clan. In the first article of a series covering 40 years of fishing he wrote affectionately of an old New Hudson, bought for £3, which greatly enlarged his horizons in the days when the open road really was open. Now where did I store that bent pin of mine?

ANOTHER GREAT WIN FOR



WEST OF ENGLAND TRIAL

SIDECAR CUP

winner

R. T. WILLIAMS

Ariel

350 c.c. CUP

winner

P. STIRLAND

Royal Enfield

(Subject to official confirmation)



Using Esso Extra Petrol, exactly the same as you can buy from your local Esso Dealer

The Drake Spirit

Devon Rider Bill Martin (201 James) Wins "The Motor Cycle" Solo Trophy in Silver Jubilee West of England Trial : Bob Williams (497 Ariel) the Best Sidecar



N. E. Wells (224 Sun) foots lustily on Steeper in an attempt to heap on the move

IT was more than appropriate that local rider, Bill Martin (201 James) should win the solo premier award in last Saturday's national West of England Trial. He could have staged no more successful come-back after his long illness. And as the event marked the "West of England's" Silver Jubilee, a win by a local rider was profoundly popular. It was less profoundly decisive, however, for only four marks covered the first three men. Runner-up was Peter Stirland (346 Royal Enfield) with 17 marks lost and third was Artie Ratcliffe (199 Triumph) with 19. Welshman Bob Williams (497 Ariel), sidecar runner-up in 1957, drove in skilled and determined fashion to win his class by a clear margin of six marks. There was a record entry of 160, of which 11 were sidecars.

Special praise is due to clerk of the course Richard Walford and his staunch assistants. True to the tradition of their country, they needed all the Drake spirit they could muster to surmount the handicaps imposed by a ferocious clerk of the weather. Throughout Friday rain lashed down in torrents, making course marking difficult in the extreme. The storm reached its peak during the evening and late arrivals brought stories of flooded roads and minor landslides.

Saturday morning dawned with rain pouring from leaden skies. Route-marking teams were out at first light, braving the worst of it to repair the ravages of the night. Four observed sections, Ashfords, Harrison's Hazard, Meadow Splash and Clennons, were cut out when it was found

that flooding had made an approach to them impossible. That left a total of 14 hills to be tackled. As usual the solo course was divided into two loops on a figure-of-eight pattern; sidecars had to cover two laps of the eastern loop; solos carrying even numbers followed them, while the odd numbers headed in the other direction.

At 9.30 a.m. Bill Slocombe, on his beautifully prepared B.S.A. outfit, set off from the start at the Union Inn, Denbury, and pointed the front wheel towards Wootton and Cape Horn, two sections that presented only mild difficulty to the sidecar entry and to early numbers among the solos. Later on conditions deteriorated, though not to the extent that the hills became impossible. Next came Dunbar, a group of three sub-sections set in a disused quarry, shrouded by overhanging foliage and surfaced with a mixture of red mud and rock chippings. In the first, Bob Williams' mastery was already apparent for he was the only sidecar driver to get through non-stop. Bob Collier (597 Norton) was in trouble there with a lifeless motor. Solos, too, and particularly the lightweights, were in bother. Even stars of the calibre of Artie Ratcliffe lost marks.

And so along the lanes, some of them awash, to Steeper, an uphill track rising, with an awesome gradient, straight out of a wood. "Flat-in-two" tactics were the order of the day for both solos and sidecars. Bill Slocombe, Frank Wilkins (497 Ariel) and Arthur Pulman (498

Matchless) were the only three sidecars clean in all four sub-sections on Lap 1. Slocombe passed the section-ends card with such gusto that he turned the plot over backwards. Among the solos Jack Wilton (346 Royal Enfield) and Ernie Small (497 Ariel) were fast and neat. On Lap 2 only Bob Williams among the sidecars managed the fourth sub-section unpenalized.

Next on the eastern circuit came Orley, a solos-only affair consisting of a mass of rocks set in red mud. John Draper (348 B.S.A.), a member of the winning Birmingham "30" club team for the second successive year, rocketed up fast, doing all he knew to keep out of the rut, but lost five marks nevertheless. Roger Kearsy (348 B.S.A.) and Tony Smith (498 Triumph) made outstanding attempts but they, too, were unable to record clean climbs.

At Tally Ho (a very long climb surfaced with grey, slimy mud) on the first lap only the sidecar outfits of Arthur Pulman and Bob Williams kept going at all. The oldish Scott driven by R. V. Salmon was pushed all the way up, its clutch slipping badly. And Frank Darrieulat arrived late after having been into Newton Abbot to find a throttle cable. Peter Fletcher (499 Royal Enfield) footed, but the majority of the experts of his calibre were untroubled. Very fast climbs were made by Arthur Shutt (249 Francis-Barnett) and Bryan Povey (249 Greeves), winner of the trial last year on a 201 c.c. James.

Next came that old favourite, Gatcombe, where solos took the right-hand fork which was very rocky and slimy. Less than a dozen riders managed unpenalized climbs on Lap 1. Among the elite were Bill Martin, Artie Ratcliffe, Peter Stirland (346 Royal Enfield), and Sammy Miller (497 Ariel). The sidecars took the left fork but all stopped on the first circuit. Williams was the only sidecarist clean on both parts on the second lap.

Well-known sidecar driver Frank Darrieulat (499 B.S.A.) and passenger Bill Warner encounter a spot of bother while ploughing their way through the mud and rocks on Tally Ho.



First section on the western circuit was Deancombe, a climb up a rocky track rendered innocuous by the fact that water had washed the mud from the rocks. The hill took only a few marks. Undoubtedly the *pièce de résistance* of the entire event was Diamond Lane, that long, nine-section climb abounding in craggy rock steps. The hill's narrowness allows no margin for error. The third sub-section collected marks from everyone except Gordon Jackson (348 A.J.S.), who leapt over the step at the exit with a superb display of skill and judgment.

The course continued to Ewing's Delight, which took a few marks, and then went on to Millbrook. The rain had taken the slime from the slate outcrop and left plenty of grip on the lower reaches. As usual the worst came last. Fewer than half a dozen competitors managed the left-hand turn at the top, and among the best were Arthur Willicot (201 James) who was unlucky to take a second dab. His was easily the best performance on the hill.

Venton and Bowden took very few marks. Last section on the loop was Harpers Hill, situated high above the old town of Totnes. Studying form there was Jackie White, pre-war Ariel teamster, whose wife, Gwen, riding a 197 c.c. James, was to go on to win the ladies' award. John Giles (199 Triumph) was steady and controlled. Dick Langstone (346 Royal Enfield), on the other hand, fought lunges all the way but stayed feet up.

"The Motor Cycle" Trophy (best solo).—W. H. Martin (201 James), 16 marks lost.

"The Motor Cycle" Trophy (best sidecar).—R. T. Williams (497 Ariel), 30.

Sidecar Pioneer.—B. Dodge.



Winner of "The Motor Cycle" trophy for best solo performance, Bill Martin is seen here on Steeper in a characteristic, confident pose as he seeks wheelgrip on the right bank

Best 200 c.c. (James Cup).—L. A. Ratcliffe (Triumph), 15. Best 250 c.c. (Excelsior Cup).—B. F. Povey (Groves), 34. Best 350 c.c. (Shell Cup).—P. J. Strland (Royal Enfield), 17. Best 400 c.c. (Letchworth Cup).—J. V. Smith (499 B.S.A.), 24. Best West of England Club Member (Fred Anning Trophy).—E. R. Short (197 James), 32. South-Western Centre Award.—Martin, Cornishman Tankard.—R. J. Woodbridge (197 James), 60. Jersey Tankard.—M. Dagborn (497 Ariel), 74. Ladies' Award.—Mrs. G. White (197 James), 93. Manufacturers' Team Trophy.—Triumph: Giles, Pepin, Ratcliffe, 71. Club Team Trophy.—Birmingham 30; G. J. Draper (346 B.S.A.), B. W. Martin (B.S.A.) and Povey, 80.

First-class Awards.—V. M. Young (346 Royal Enfield), S. B. Mann (347 A.J.S.) and B. W.

Martin, 23; J. R. Oller (199 Triumph), 24; J. V. Brittain (346 Royal Enfield) and G. L. Jackson (347 A.J.S.), 25; S. H. Miller (497 Ariel), R. B. Peplow (199 Triumph) and J. R. Sayer (199 Triumph), 28; G. S. Blakey (497 Ariel) and P. Fletcher (499 Royal Enfield), 31; R. J. Langston (497 Ariel) and E. R. Short (197 James), 32; R. V. Kenney (346 B.S.A.) and G. J. Draper (346 B.S.A.), 33; A. Shutt (349 Francis-Barnett), 35; A. R. Willicot (201 James), 36; W. G. R. Paulkner (249 Francis-Barnett), 39; H. W. Ellis (197 Greeves), 41; D. J. Minskip (400 Norton), 43; E. J. Waller (347 Matchless), 44; M. J. Lynch (400 Triumph), 45; P. C. Wilson (346 Royal Enfield), 46; G. Wheldon (197 James) and R. Discombe (197 Greeves), 48; F. Wilkins (497 Ariel sc), 36; A. Putman (400 Matchless sc), 40; W. Blocombe (499 B.S.A. sc), 45.

Midland the Champions

Jeff Smith in Class by Himself in Inter-Centre Team Scramble

SCARCELY recognizable and plastered with mud from head to foot, the Midland team outslithered all its rivals under appalling conditions at Brill on Sunday to score as decisive a win as is ever likely to be seen in the national Inter-Centre Team Scramble Championship. Teams for this event comprise four riders apiece. Pairs from each team take part in a heat each and results are based on the aggregate time of the fastest three finishers in each team.

As matters turned out there was no need to take account of times on Sunday for the Midland team was the only one with three members finishing within the stipulated five minutes of the winner's time. Their hero—indeed a veritable colossus on the day—was Jeff Smith who completely dominated the first heat on his five-hundred B.S.A. to record the incredible time of 17m 49s for eight hectic laps of the one-mile quagmire. When his team-mate Brian Martin wrestled a similar model across the finishing line 9s later the Midlanders were sitting pretty.

It remained only for Ron Langston (497 Ariel), Midland, to circle way ahead of the field in the second heat and the Daily Herald Trophy was in the bag. Only the second and third finishers were

not lapped by Langston. Even so, his time of 21m 39s was nearly four minutes longer than Smith's. On the last two laps, in fact, Langston lost all but 8s of the vast lead he had built up over the second man, Ian Horsell (498 A.J.S.), South-Eastern. But Midland hopes were never in jeopardy for Horsell was followed by Langston's partner, Peter Taft.

Plotted on Muswell Hill Farm, which is delightfully situated on the slopes overlooking the upper Thames valley, the Brill circuit is normally reckoned one of the most sporting in the country, for its short lap embraces ups, downs, leaps, ledges, tight turns and a watersplash. But it is unsheltered and a sitting target for foul weather. For days rain had lashed the circuit, literally washing away its reputation for quick drying. On Sunday, the rain teemed down harder and longer than ever until conditions became so farcical that the organizers (the Mid-Bucks Club) announced the cancellation of next Sunday's Bucks Grand National.

After practising had taken place, officials widened the worst section—a long, rutted climb with a left turn at the top—and slashed race lengths. But the ruts proved extraordinarily vicious and the surface all round soon resembled a

treacherous bog. Number plates, coloured helmet covers and riders' faces were rapidly obliterated in a fusillade of flying slime. Machines pirouetted and pranged everywhere.

Smith's riding was magnificent, no less. Not only did he make the task look comparatively easy and mop up the 24 Fastest Riders' Race and the Invitation Race with the same scornful superiority he showed in the championship but beneath the mud pack which covered his face could occasionally be spotted a mischievous smile. Smith had raced at Brill only once before. That time, he says, he scared himself stiff and vowed never to return. How his rivals must have wished he had taken his vow more seriously!

Another Smith—Don Smith of Bishop's Stortford—made news in the first two races for South-Midland Centre riders. With the throttle of his Greeves stuck open he led the 250 c.c. event until half way round the last lap when the clutch, used to control speed, gave up the ghost. In the 1,000 c.c. event, on a 348 c.c. B.S.A., he atoned by gaining second place to Geoff King (499 B.S.A.).

Inter-Centre Team Championship (6 laps).—1. Midland: J. V. Smith (499 B.S.A.), B. W. Martin (499 B.S.A.), R. J. Langston (497 Ariel), aggregate time 57m 26s. No other team produced three finishers within the time limit.

South-Midland Centre 250 c.c. Race (4 laps).—1. G. H. Shepherd (224 Dorr), 12m 18s; 2. D. Offord (197 Greeves). South-Midland Centre 1,000 c.c. Race (6 laps).—1. G. King (499 B.S.A.), 15m 51s; 2. D. Smith (540 B.S.A.); 3. R. Yeates (499 B.S.A.).

Fastest Riders' Race (6 laps).—1. J. V. Smith, 15m 13s; 2. Langston; 3. D. Bickers (498 B.S.A.). 1,000 c.c. Invitation Race (4 laps).—1. J. V. Smith, 5m 12s; 2. Bickers; 3. Langston.

COMPETITION COMMENTARY By RALPH VENABLES

Stars in Khaki

Roy Peplows in the Making at Bordon : Army Star Bound**for Hong Kong : Roger Kearsey Heads for the Top**

IT seems that enthusiasm among competitors in the Army Championship Trial last Saturday was greater, probably, than ever before. Of course, inter-regimental rivalry has always been keen as mustard, and nowadays there are so many first-rate riders doing their national service that to make best individual performance is a considerable achievement. One wonders just how many budding Roy Peplows there may be in the Army now. It is worthy of note that due at Bordon yesterday was yet another well-known rider to take his place at Havannah Barracks—where such stars as John Giles, Jeff Smith and Peter Surland were stationed (and where Pat Brittain is still serving). This latest recruit is Pat Lamper—a member of the winning South Midland team in last year's Inter-Centre Team Scramble and a trials exponent of far greater ability than is generally realized.

LAST week I mentioned that Sgt. Mervyn Edwards had recently begun a three-year spell of duty in Germany. Now comes news that an equally famous Army rider—Sgt. Tom Challoner—is about to set sail for Hong Kong. Though he was not one of this year's "International" team, Challoner has a record of which any rider could be proud. His achievements include a gold medal in the 1954 I.S.D.T., a first-class award in the 1955 Scottish Six Days Trial, a "silver" in the 1956 I.S.D.T. (in Austria) and "firsts" in the Welsh Three-Day Trials of 1956 and '58. He was runner-up in the Swedish Army Championship Trials of '56 and '58. Tom sails for Hong Kong on November 15, and I am sure everyone will join me in wishing him the best of luck.

BY making best individual performance in the Stroud Team Trial (eight marks ahead of Gordon Jackson) Roger Kearsey focused upon himself the attention which has been his due for quite a while. "Who is this man Kearsey?" was the question widely asked the next week. Yet his successes during the past year should have made it clear that his Stroud win was no flash in the pan. He missed the three-fifty cup in last November's national Manville Trial by a mere two marks, missed it in the "Mitchell" by one and missed it again in the "Greensmith" by two. But Kearsey's career has not been entirely a succession of near misses, for apart from his well-earned Stroud victory

he has collected the 350 c.c. cup in the "Cambrian" and half a dozen premier awards in Western Centre trials this year. Indeed, he won the 1957 Western Centre Championship.

A NATIVE of Cheltenham, the amiable Kearsey first came to my notice in 1954. He was serving in the Royal Military Police (at Woking) then and the next year he not only figured in several winning Army teams but was runner-up in the Aldershot District Championship



One of the Army's foremost riders, Sgt. Tom Challoner, sets sail next month

Trial and winner of the Southern Command Championship Trial. Kearsey had never ridden before going into the Army, but it seemed a safe assumption that he would be successful in the civilian sphere. Sure enough, when demobbed in 1956 he acquired a 1950 three-fifty B.S.A. and after converting it to rear springing last year, really began to make his mark. It would be unreasonable to expect him exactly to cover himself with glory in his first British Experts' Trial next month, but qualifying to ride in this event is certainly another rung up the ladder of fame.

IN the correspondence pages last week E. S. T. Pryce wrote from Dudley seeking definitions of a road trial, touring trial, semi-sporting trial and rally. Having



It is good to see Peter Taft on form again after his accident. Here he is in the Irish Moto-Cross

categories I feel that I am qualified to rise to Sid Pryce's bait! So, taken in the order in which he lists them, I would define the various events thus: (1) Road trial—a trial in which time is the deciding factor and where the route does not leave metalled roads. (2) Touring trial—an event essentially similar to a road trial but with a less stringent time schedule and perhaps an occasional deviation from metalled roads. (3) Semi-sporting trial—obviously, as the title implies, a mixture of road trial and pukka sporting trial, with plenty of unmetalled roads and some mild observed sections. (4) Rally—the most misused word in the whole realm of motor sport! A true rally should be no more than a convergence to a central point.

IF the above definitions are accepted, then the proposed A.C.U. Rally Drivers' Star should clearly be confined to competitors in touring trials, road trials and rallies. As I stated previously (September 18), trials which contain observed sections should on no account be included in such a contest, for they would completely confuse the issue. In my opinion (and, I believe, in the opinion of Sid Pryce) there should be more trials where much of the going is well away from metalled roads but where observed sections are omitted. At present there are far too few of these miniature "Internationals" in this country. What a shattering revelation that all 20 Czech riders in this year's I.S.D.T. finished without loss of marks!



Mobil winners

WEST OF ENGLAND TRIAL

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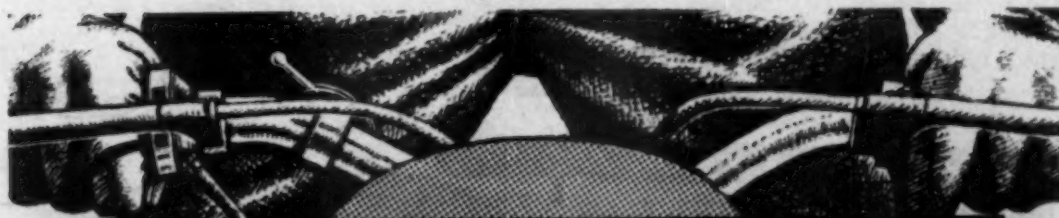
W. H. MARTIN.....201 c.c. JAMES

200 c.c.-250 c.c. Class

B. POVEY.....250 c.c. GREEVES

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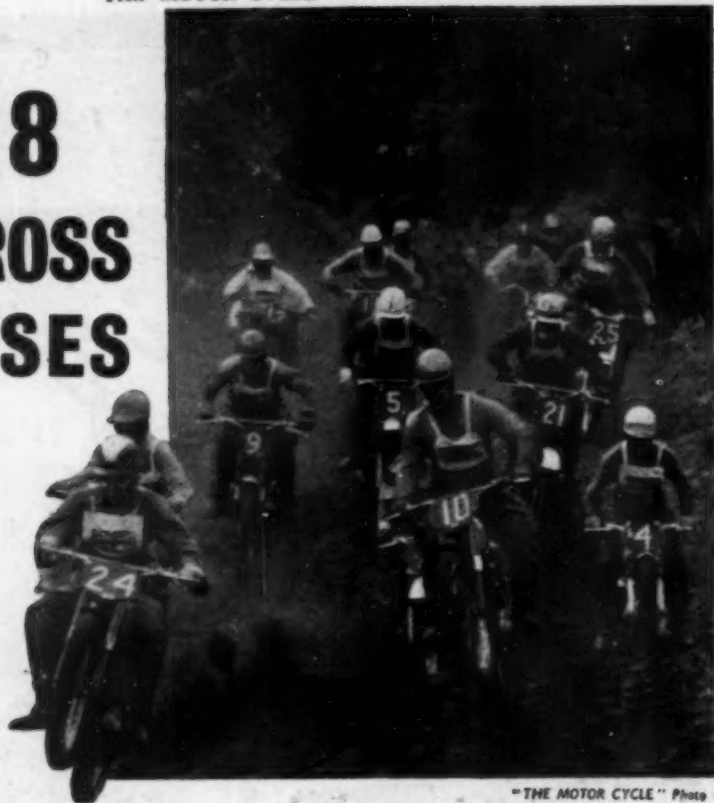


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"THE MOTOR CYCLE" Photo

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Partial Rear-wheel Enclosure

PRODUCTION of Sun motor cycles for 1959 will be concentrated on two handsome two-stroke roadsters, the 197 c.c. single-cylinder Wasp and 249 c.c. Overlander twin. Completing the range as at present announced is the smart 98 c.c. Geni light scooter, unchanged in specification but offered at lower cost. Expected to reach production by January is an entirely new scooter for which the factory is tooling up. It is to be equipped with Siba electric starting and will be available with the choice of 148 or 173 c.c. Villiers power units. Details of the new scooter, which will be exhibited in both versions at the London Show in November, will be released shortly.

The Overlander is powered by the famous four-speed Villiers Mark 2T twin. An orthodox tubular frame of brazed-lug construction is employed, similar in design to that of the Wasp but with a slightly longer wheelbase to accommodate the larger power unit. Front suspension is by an Armstrong leading-link fork which houses its spring-and-hydraulic units within the stanchions. The deeply valanced front mudguard, which has space

Striking Rear Styling Changes on Sun Wasp and Overlander

Roadsters: Geni Lightweight Scooter Reduced in Price

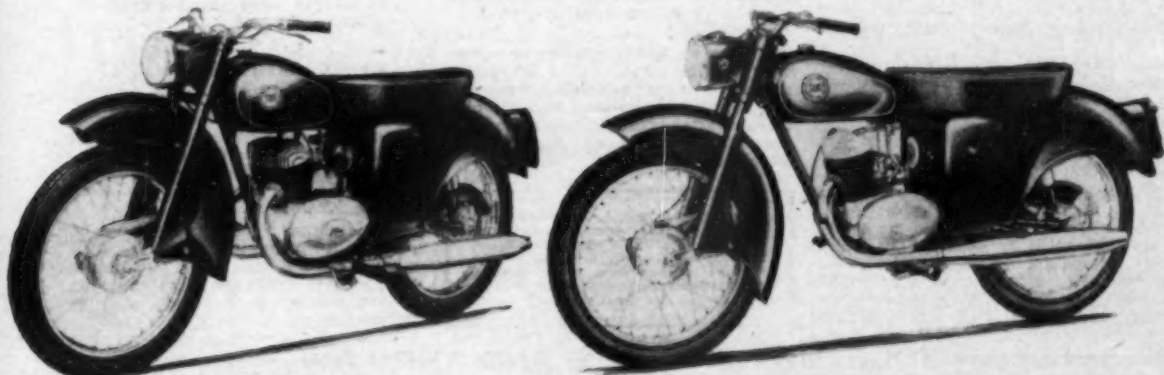
of redesigning the rear styling. As before, twin battery and tool boxes are mounted beneath the seat nose but the electric horn, previously inset in the forward face of the left-hand box, has been transferred to a middle position. Protection for the rider and pillion passenger from mud thrown up by the rear wheel was previously provided by pressed-steel panels which extended rearward at each side from the power unit. The latest development is a large, single pressing which partly encloses the rear wheel and combines the side panels with a deep-sided mudguard.

The shroud encloses the upper parts of the suspension units and follows the contour of the rear and bottom of the battery and tool boxes to terminate at the rear of the engine. Beneath the pressing a normal mudguard abbreviated at the rear

instance, are unusually big for a scooter and are shod with 2.50x17in tyres. Again, good weight distribution is achieved by mounting the 98 c.c. Villiers 6F power unit well forward in the frame.

Earlier this year minor improvements were embodied in the production models. The modifications included wider and more rigid footboards and an enlarged trapdoor on the left of the engine bonnet through which the carburettor can be extracted if necessary. Finish of the main bodywork is sky blue, with saxe blue rear panels and red covering for the dual-seat. An alternative is red enamel throughout and a beige dual-seat. A number of accessories are available, including a wire-mesh parcels carrier which fits behind the weathershield.

The makers are Sun Cycle and Fittings Co., Ltd., Aston Brook Street, Birmingham.



On the left is the 249 c.c. Overlander Twin and on the right the 197 c.c. Wasp

for registration numbers on the side faces, is attached to the stanchions and pivot-shrouds and hence no separate stays are required.

Rear springing is by an orthodox pivoted fork controlled by sprung damper units. Both wheels have full-width hubs and both brakes are of 6in diameter.

Power for the Wasp model is supplied by the 197 c.c. Villiers Mark 9E three-speed unit. Brakes are of 5in diameter. In other respects the specification is as for the two-fifty and extends to rectifier-and-battery lighting, a fuel tank of 1½ gallons capacity and a comfortable dual-seat with Dunlopillo interior.

In 1959 form both roadsters have a new and distinctive appearance, the result

is attached to the frame as before. The shroud is secured to the frame at two points beneath the dual-seat pan and is anchored at each side by the pillion-foot-rest mounting bolts.

For both Wasp and Overlander there is a new colour scheme of bright Italian red, while the dual-seat has a black covering. At extra cost the fuel tank can be supplied with chromium-plated side panels. Notwithstanding the improved rear styling, the prices are held at the 1958 level.

As from last Friday, the price of the Geni scooter is reduced by £10 to £120 including purchase tax. Well balanced in appearance, the Geni boasts several design features which contribute to exceptional handleability. The wheels, for

ham, 6. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Model	Basic Price	Total Price
197 c.c. Wasp two-stroke	127 7 6	136 17 11
249 c.c. Overlander two-stroke twin	156 3 0	164 16 7
98 c.c. Geni two-stroke scooter	96 3 10	120 0 0
Extras		
Speedometer on Geni	5 10 0	4 7 4
Chromium-plated tank panels on Wasp and Overlander	2 10 0	3 3 5
Lockshields for Wasp and Overlander	1 17 6	no p.t.
Carrier for Wasp and Overlander	1 10 0	no p.t.
Pannier bags and carrier for Wasp and Overlander	5 17 6	no p.t.
Wire parcels basket for Geni	1 10 0	no p.t.
Zip-fastener holdall for Geni	1 10 0	no p.t.
Winderscreen for Geni	2 10 0	no p.t.
Spare parts list (all models)	2 0 0	no p.t.

Question and Answer

SECURITY BOLTS

I HAVE NOTICED that competition machines and some sports models have at least one security bolt fitted to each wheel. What is the purpose of these bolts?
Colchester.

G. MANLEY

A security bolt clamps the tyre cover to the wheel rim, thereby obviating the risk of the cover slipping round on the rim and tearing the valve from the inner tube. In trials riding, security bolts enable very low tyre pressures to be used to give increased traction. On high-performance models the bolts prevent the cover from leaving the rim on sudden deflation.

LUBRICATING CABLES

HAVING JUST BOUGHT my first machine, I am at a loss to think of a quick way to oil cables. Just dripping the oil on to the end a drop at a time seems a laborious method. Can you tell me of a quicker way?
Ware, Herts.

G. WATSON

There are several proprietary lubricators on the market that enable cables to be oiled or greased in position on the machine. The cable is bared of its outer covering and the lubricator is clamped on to the cable. Grease can then be forced through the coils of the outer cable by means of a grease or oil gun. Another

method is partly to fill an ordinary child's balloon with thin oil. The cable is then inserted in the neck, which is secured to the cable's outer casing by a rubber band. The cable can then be hung on the workshop wall and the oil allowed to seep through while other maintenance tasks are dealt with.

ACID CORROSION

CORROSION DEPOSITS have formed on the terminals and cell connections of my battery owing to some of the electrolyte spilling. Can the deposits be removed easily?
Torquay.

A. SMITHERTON

A strong solution of household baking soda (about four teaspoonfuls to a cup of water) or diluted ammonia (a bottle can be obtained from any chemist), together with a wire brush, will quickly remove the deposits but care must be taken to see that the alkaline solutions do not enter the battery cells.

SNATCH AT 30 M.P.H.

THE TRANSMISSION of my machine is harsh and prone to snatching when I am travelling at about 30 m.p.h. in top gear. I think that the rear chain requires renewal but am not sure how to assess the amount of wear. Also, the rear-wheel spindle nuts are tight on the spindle threads. Could you advise me, please?
Abingdon, Berks.

F. SMALL

A quick method of checking rear chain wear is to take up the slack by pushing the lower run hard upward, then attempting to pull the chain away from the back of the rear sprocket. If the chain is in reasonably good condition it will not lift more than $\frac{1}{2}$ in.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

A more accurate method is to remove the chain, wash it in paraffin and dry it. Then lay it flat on a board and push the links up together to take up the clearance.

The overall length should then be measured. Next, stretch the chain to its fullest extent and measure again. Should the wear exceed $\frac{1}{2}$ in per foot of chain then replacement is necessary.

If the use of a penetrating oil does not free the rear-wheel spindle nuts, the threads should be lightly smeared with fine grinding paste and the nuts lapped on the spindle. The operation should be carried out with care, however, and undue tightness only should be eased; the nuts must remain a good fit on the spindle.

DENTED TANK

MY MACHINE was knocked off its stand recently and the fuel tank was dented. Can you tell me if the damage can readily be repaired in my own garage?
Beckenham, Kent.

G. WINSTANTLEY

The procedure is first to remove all paintwork from in and around the dent by rubbing down with "wet or dry" abrasive paper until the surface is reduced to bare, polished metal. Apply a rust preventative to the exposed metal and paint with a primer or undercoat. The dent can then be filled with plastic metal which, when dry, must be carefully filed flush with the surrounding surface. The repair can then be resprayed to match the remainder of the tank.

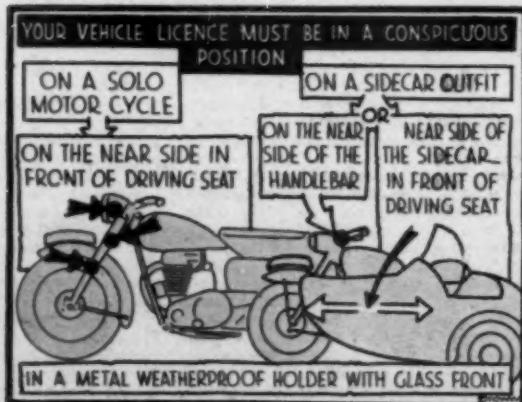
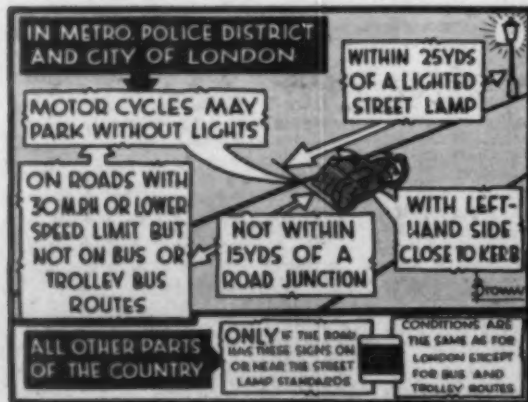
ANNEALING A GASKET

I HAVE BEEN TOLD that it is in order to replace the copper cylinder-head gasket when I reassemble my recently dismantled engine. I understand that the gasket has first to be annealed but do not know how this is done.
Welling, Kent.

J. GALPIN

If the gasket is undamaged it can be prepared for further use by heating it to a bright red and immediately plunging it, edge-on, into cold water. This annealing process cleans the gasket as well as softening it.

YOUR MOTOR CYCLE AND THE LAW





Scene from the five-lap sidecar scratch race as veteran Bill Beevers keeps his B.M.W. outfit ahead of S. Nightingale (Norton) at Old Hall Corner. Nightingale won the handicap

Skintights to Old Coats

Great Variety at Record-entry Meeting for Moderns and Vintagents at Oulton Park : More Wins for Surtees

HAS there ever been such a conglomeration of competitors and mass of machinery as there was at Oulton Park last Saturday? There was everything there from a 1928 Scott sidecar outfit to an MV Agusta four and back to almost standard B.S.A. Bantams; and riders between the ages of 17 and 60 garbed in everything from skintight leathers to dad's old motor-cycle coat cut up. The scene was fantastic. Even the weather took a hand in making the meeting the most unusual of the year, for sunshine continued to add a bright, summerlike aura while rain bucketed down and turned the 2.761-mile circuit almost into a skating rink. A record number of 482 entries had been accepted by the Chester Club for the national fixture which could, so easily, in the circumstances, have become a shambles.

An overnight deluge and the vast number of riders combined to turn the paddock into a sea of mud and "Mrs. Mops" were in great demand to scrub the mud off tyres as riders waited to take their places on the grid. Scrutineering had started at 7 a.m. and the first 20-minute practice period began an hour later as the roads were beginning to dry. Despite the masses and the mud, the organization excelled. The afternoon's 17 races went off without a hitch and, indeed, the programme finished early.

Since John Surtees was there with two MVs there is little need to say who won the 350 and 500 c.c. finals. And the way he set off for the 500 c.c. final! On the grid were 36 competitors—the first finishers from three heats in each of which 40 riders had started. As the flag dropped the MV hurtled out of the back row. Flat on the tank, throttles wide open, Surtees

belted through the lot as though they were standing still. Round them all, that is, bar one.

Bob McIntyre had been on the front row and in a flash he had bounced aboard his dolphin-faired Norton and into the first right-hander inches ahead of the screaming MV. Lap 1—Lap 2. Still the flying Scotsman led the way. But cornering ability alone could not conquer his opponent's urge and on the third lap Surtees led and began to draw away. By this time they were both 10s ahead of the field—led by John Hartle on the second MV. However, Hartle's third place was short-lived for a lap later he retired with one of the throttles sticking.

Bob Anderson (Norton) then took over

third berth and stayed there to finish over half a minute behind McIntyre who in turn was 12s behind Surtees. Fourth place was a toss-up between Gary Hocking, Frank Perris and Tony Godfrey (Nortons), who finished in that order.

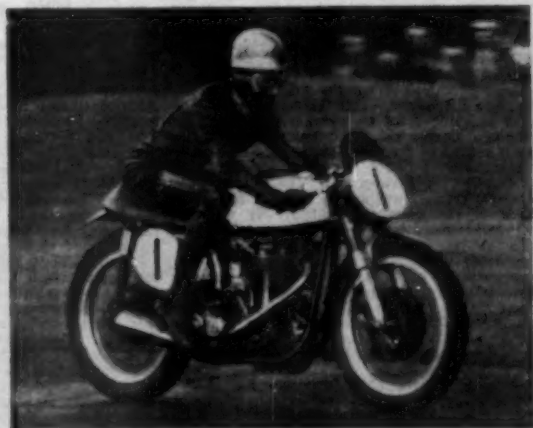
The first of the four 40-strong 350 c.c. heats proved the most important. McIntyre didn't start, having looked in the tank and seen the oil was not returning, and Manxman Alan Holmes came off and was taken to hospital with concussion. It was raining hard by the time Louis Carr (A.J.S.) led the finalists off on their 27½-mile journey.

By Lap 2 George Salt (Norton) had been displaced from the lead and Surtees was in front, with Alastair King (Norton) hard on his heels. Already Gary Hocking was back in the pits and taking the head off his Norton after missing a gear and clouting the valves on the first lap. Bob Anderson also toured in, saying there was too much mud on the circuit.

The order of the leaders remained unchanged, although Australian Bob Brown (Norton) popped past Salt to take third place on the penultimate lap. A cut and bruised Peter Middleton was a most unlucky casualty. It was not until he asked onlookers that he knew what hit him. Braking for a corner, the rider on Peter's tail dropped his machine, which spun forward and thumped the rear end of the Middleton mount, bringing him off.

McIntyre won the 250 c.c. final on an N.S.U. and Dan Shorey did likewise in the 125 c.c. race with an MV. Pip Harris won the sidecar scratch race from Bill Boddice, both driving Norton outfits.

500 c.c. Final (10 laps).—1. J. Surtees (MV Agusta), 82.06 m.p.h.; 2. R. McIntyre (Norton); 3. R. H. F. Anderson (Norton). **Fastest Lap.**—Surtees, 74.23 m.p.h. **250 c.c. Final (10 laps).**—1. Surtees, 72.74 m.p.h.; 2. A. King (Norton); 3. R. N. Brown (Norton). **Fastest Lap.**—Surtees, 74.10 m.p.h. **125 c.c. Final (6 laps).**—1. McIntyre (N.S.U.), 73.72 m.p.h.; 2. W. A. Smith (N.S.U.); 3. P. H. Tait (Velocette). **Fastest Lap.**—McIntyre, 76.22 m.p.h. **Sidecar Final (4 laps).**—1. D. F. Shorey (MV Agusta), 61.8 m.p.h.; 2. D. Allen (P.B. Mondial); 3. W. J. Maddrick (Ducati). **Fastest Lap.**—Shorey, 62.91 m.p.h. **Sidecar Handicap (5 laps).**—1. S. Nightingale (Norton); 2. W. O. Boddice (Norton); 3. P. V. Harris (Norton). **Sidecar Scratch Race (5 laps).**—1. Harris, 70.27 m.p.h.; 2. Boddice; 3. J. Beeton (Norton). **Fastest Lap.**—Harris, 70.10 m.p.h. **Solo Vintage Handicap (4 laps).**—1. R. F. Evans (Sunbeam); 2. P. G. Champ (Velocette); 3. J. E. Stevens (Rudge). **Three-wheeler Race (4 laps).**—1. R. D. Rew (Morgan); 2. R. Ward (Morgan); 3. P. H. Hornham (Morgan).



Dave Chadwick, on the way to winning his heat in the 350 c.c. Race, sits up to assist the braking. As recounted in "Sports News" on page 460, he hopes to race in South Africa again this winter

Mike Hailwood Again Best

Scores Runaway Wins at Crystal

Palace : Ginger Payne (Norton)

Unlucky to Lose 350 c.c. Race

INTERMITTENT bursts of heavy rain, a strong wind and oil, rubber, water and leaves on the track made conditions far from favourable for competitors (and spectators) at the B.M.C.R.C. Club Day meeting at Crystal Palace on Saturday. After the worst of the water had been pumped from the course, racing began and it was at once evident that lap speeds would be comparatively low. Mike Hailwood seemed certain to gain the major honours since Alan Trow was a non-starter and Derek Minter could not use his Nortons; strangely enough the clutch centre had gone on both of them and he had been unable to get replacements in time.

Hailwood did not disappoint his supporters and proceeded to win his races comfortably. The 125 c.c. event saw him lap almost the entire field on his Ducati. In the 250 and 1,000 c.c. races he was equally unapproachable and won handsomely on his F.B. Mondial and Norton respectively. However, in the 350 c.c. event his spell was very nearly broken.

Ginger Payne, Tommy Thorp and Peter Read, all on Nortons, were hot on Hailwood's tail and in the sixth lap, during a sudden deluge of rain which slowed him, the dashing Payne took the lead. He rode brilliantly and as he started his last lap, was more than 100 yards ahead. Then fate stepped in. With only half a lap to go, Payne, leading more than comfortably, fell and bent his machine, fortunately without hurting himself. So Hailwood won after all.

The 250 c.c. race for British-made models was won by Ken James on his very potent M. and F. Excelsior. Derek Minter was a poor second, partly owing to a bad getaway from a rearward position on the grid, and partly because his mount—Bob Geeson's R.E.G.—was suffering from carburettor trouble. In the two sidcar races the eventual winners soon separated from the packs. J. E. Marchant (649 Triumph Special) and R. A. Robinson (998 Vincent) were the stars.

Great interest was aroused by the appearance of the vintage machines. It was a joy to see these beautifully kept models, and the strong aroma of castor oil which emanated from them brought nostalgic memories to many of the older onlookers. Howard German's 1929 348 c.c. Velocette soon made the pace and went on to win at an average of 58.14 m.p.h.—no mean achievement considering that Hailwood's three-fifty speed on a modern racer was only some 5 m.p.h. faster.

During four events for up-and-coming riders surprises were in store. Two reserve men P. H. Horton (348 Norton) and R. L. F.



Water imparts a mirror-like surface to the track as No. 59, G. E. Chapman (MV Agusta) prepares to lap L. D. Gillbanks (E.M.C.-Puch) in the 125 c.c. Race

Darby (348 B.S.A.), came in first and second respectively after an exhilarating scrap far ahead of the field. Yet another reserve distinguished himself when J. A. Chisholm (Triumph Special) scored a good win in the 1,000 c.c. event. In the 50 c.c. race F. Launchbury (Gatto Item) beat the lap-record holder, Ned Minihan (Item Special).

50 c.c. Race.—1. F. Launchbury (Gatto Item), 49.15 m.p.h.; 2. J. Gardner (Fruin Darla); 3. E. Minihan (Item). **125 c.c. Race.**—1. S. M. B. Hailwood (Ducati), 57.53 m.p.h.; 2. D. H. Edlin (MV Agusta); 3. D. C. Moore (Day Augusta). **250 c.c. Race.**—1. Hailwood (F.B. Mondial), 62.34 m.p.h.; 2. D. C. Moore (B.S.U.); 3. P. W. Read (W.S.U.). **350 c.c. Race** (British machines).—1. K. W. James (M. and F. Excelsior), 61.94 m.p.h.; 2. D. W. Minter (R.E.G.); 3. J. L. Payne (J.A.H. Triumph).

First 350 c.c. Race.—1. Hailwood (Norton), 63.50 m.p.h.; 2. T. Thorp (Norton); 3. P. W. Read (Norton). **Second 350 c.c. Race.**—1. P. H. Horton (Norton), 60.77 m.p.h.; 2. R. L. F. Darby (B.S.A.); 3. P. H. Tyack (A.J.S.). **Third 350 c.c. Race.**—1. D. Baker (A.J.S.), 58.29 m.p.h.; 2. T. C. Nicol (Velocette); 3. C. Black (B.S.A.).

First 1,000 c.c. Race.—1. Hailwood (Norton), 66.09 m.p.h.; 2. P. Ferbrache (Norton); 3. J. R. Noider (Norton). **Second 1,000 c.c. Race.**—1. J. A. Chisholm (Triumph), 65.17 m.p.h.; 2. C. J. Williams (J.A.B.S.); 3. G. W. Breach (Vincent). **Third 1,000 c.c. Race.**—1. R. J. Tose (B.S.A.), 60.55 m.p.h.; 2. W. F. J. Moller (B.S.A.); 3. J. Somers (Norton-Triumph).

First Sidcar Race.—1. J. E. Marchant (649 Triumph), 60.10 m.p.h.; 2. H. W. Lee (Triumph-Norton); 3. G. J. Rice (Norton-Triumph). **Second Sidcar Race.**—1. R. A. Robinson (Vincent), 62.70 m.p.h.; 2. L. Wells (Norton); 3. P. Overall (Norton). **Vintage Race.**—1. H. D. German (1929 348 Velocette), 58.14 m.p.h.; 2. A. J. Wiffen (1929 495 Rudge); 3. L. D. Ascott (1929 490 Norton).

Mud and Water

LANCASHIRE man Eric Adcock (248 Dot) seemed unperturbed by continuous heavy rain last Sunday and sailed round a 50-mile course in North Wales to gain a decisive victory in the Reliance Trial. He lost only 14 marks in the total of 26 sections presented for negotiation in this regional-restricted event organized by the Chester Club. Peter Wraith (Ariel) was the best of the sidcar competitors with a loss of 11 marks. The weather made the event a trial for the organizers, for babbling brooks became tank-deep torrents overnight and some sections had to be scrubbed.

There were 50 starters, including five sidcar outfits which also covered 50 miles but had to cope with only 15 sections. All five finished but ten of the solos fell by the wayside, mainly owing to drowned ignition.

At the 12-mile point was a section called The Twist. The majority of riders had other names for it after picking themselves out of the mud. The way led downhill to a sharp left turn where many fell off, then into a gully, through a mass of mud and up

the hill again. Best of the day were a trio of three by Adcock, first-class award winner M. V. Mills on his Triumph Tiger Cub and the 200 c.c. trophy winner, S. Cordingley (Greeves).

Reliance Cup.—E. Adcock (248 Dot), 14 marks lost. **Best Sidcar.**—P. Wraith (497 Ariel), 18. **200 c.c.**—S. Cordingley (Greeves), 56. **350 c.c.**—E. L. Williamson (Ariel), 25. **600 c.c.**—S. H. Miller (Ariel), 24.

First-class Awards.—M. Hall (499 B.S.A.), 58; R. A. Smith (199 Triumph) and A. J. Sandiford (547 Ariel), 40; M. V. Mills (199 Triumph), 44.

Wet TV Scramble

THE Peterborough Club's Television Scramble at Wansford on Sunday was marred by shocking weather. At one o'clock, the starting time—after a warm and sunny morning—the rain poured down and continued all the afternoon, reducing the course, which had been quite dry, to a quagmire.

Conditions deteriorated to such an extent that instead of there being three heats and a final in the lightweight event, only 15 of the eligible 50 riders turned out and hence a single race was run. Later, the non-winners race was cancelled altogether. Even so, the afternoon's racing was very exciting at times and was watched by a good crowd.

Television All-conquers' Race (heats 4 laps, final 6 laps): **Heat 1.**—H. D. Halsey (493 A.J.S.). **Heat 2.**—R. Hartop (348 B.S.A.). **Heat 3.**—J. D. Stallard (496 Triumph). **Heat 4.**—A. Clough (549 Dot). **Final.**—1. Clough, 8m 37s; 2. Halsey; 3. T. Howard (197 Greeves).

Senior Race (heats 4 laps, final 6 laps): **Heat 1.**—Halsey. **Heat 2.**—K. Ives (547 A.J.S.). **Heat 3.**—Stallard. **Heat 4.**—J. Ives (199 Triumph). **Final.**—1. Stallard, 8m 54s; 2. Halsey; 3. Ives.

Junior Race (heats 4 laps, final 6 laps): **Heat 1.**—P. P. Dix (B.S.A.). **Heat 2.**—Hartop. **Heat 3.**—Halsey (197 Japs). **Final.**—1. Hartop; 2. Ives; 3. Halsey. **Lightweight Race.**—1. B. Christian (James), 9m 51s; 2. K. Greer (Triumph); 3. M. J. Haslop (Greeves).

Small Grease Gun

IN "Accessories Review" in *The Motor Cycle* for Sept. 19 last year, reference was made to the SM/1 Nubrex Tite-Seal grease nipples of circular pattern for use with a gun having a slide-on nozzle. Two guns for the purpose were also mentioned, but because they were rather large and costly for motor-cycle purposes the makers have now introduced a further gun of smaller size.

Made largely of light alloy, the gun has an overall length of 8in, a barrel diameter of 1 1/2in and it weighs less than 1 lb. Makers are Chas. J. Neumann, Ltd., 445, Brighton Road, South Croydon, Surrey. Price is 14s 6d and the SM/1 nipples cost 7s 6d for five packed in a cellophane envelope.

more successes
INTERNATIONAL SIX DAYS' TRIAL
MANUFACTURERS' TEAM PRIZES

ARIEL
 ROYAL ENFIELD
 MATCHLESS
 M.Z.

WEST OF ENGLAND TRIAL

PREMIER AWARD - SOLO

W. H. MARTIN JAMES

PREMIER AWARD - SIDECAR

R. T. WILLIAMS ARIEL

CLASS AWARDS

500 c.c.	J. V. SMITH	B.S.A.
350 c.c.	P. T. STIRLAND	ROYAL ENFIELD
250 c.c.	B. F. POVEY	GREEVES
200 c.c.	L. A. RATCLIFFE	TRIUMPH

(Subject to official confirmation)

with

RENOLD

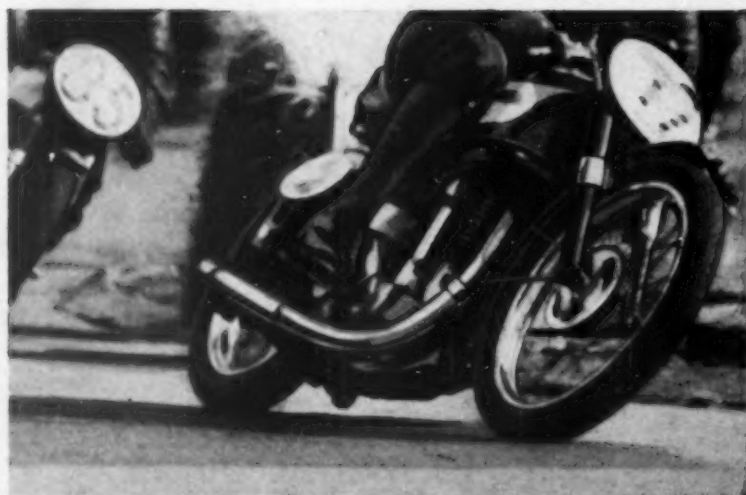
MOTORCYCLE CHAIN



- the FIRST name in precision chain

RENOLD CHAINS LIMITED - MANCHESTER

BP WINS IN WEST OF ENGLAND TRIAL



BEST PERFORMANCE
126—200 c.c.
TRIUMPH—L. A. Ratcliffe

BEST PERFORMANCE
351—500 c.c.
B.S.A. — J. V. Smith

(Subject to official confirmation)

Both using
BP Super Plus
and
BP Energol



**You too can
use
BP Products
in your
machine**

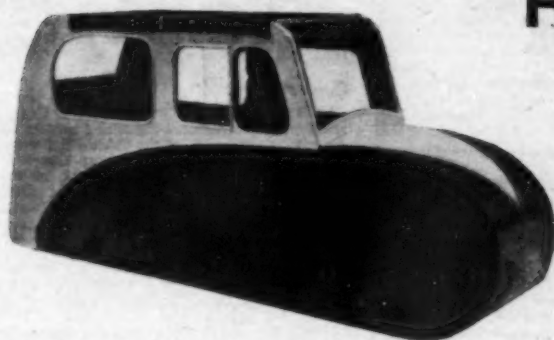
Drive in where you see the BP Sign



Roomier Victor

Raven Double-adult Sidecar Redesigned

Comprehensive Eight-model Range



The Raven Victor de Luxe in its latest form

AN eight-model range, designed to meet the varying needs of sidecarists both as regards price and purpose, is provided by Raven Sidecars for 1959. The Victor de Luxe model, a double-adult saloon, has been restyled to give more room for the front passenger. A fuller sweep at the nose improves the appearance in addition to providing more space. The front window on the right-hand side is now of sliding type and is constructed from Ain Perspex. To permit easy access to the rear seat, the front cushion and squab hinge out of the way. The body is constructed of special plywood on a hardwood frame, the whole panelled in 22-gauge

aluminium sheet. The standard Victor double-adult saloon is unchanged.

Other bodies in the range are of similar construction and also continue virtually unaltered. They are the child-adult Hertford saloon, in de luxe and standard forms, and the Essex—a larger version of the Hertford; two single-seaters are the Grange and the Cadmore, the former a saloon and the latter an open sports model. Largest body made by this Cheshunt concern, the Ashby de Luxe, which seats two adults and a child, is modified only in that it is no longer fitted with a roof-top ventilator.

Upholstery for all models is in red Vynide

with white piping. Exteriors can be finished in a variety of two-tone colour schemes to suit customers' preferences. Window area is generous. Rigid Cobex is used for the front and semi-rigid Cobex for the sides. The canopy frame is constructed from laminated, resin-bonded, waterproofed plywood and the roll-up roof covers are made of black Wigan cloth.

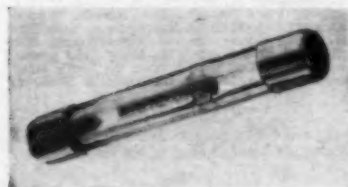
Manufacturers are Raven Sidecars, North Side, Cadmore Lane, Cheshunt, Herts. Prices (in which the total price includes purchase tax, payable only in Great Britain) are as follows:—

Model	Basic Price	Total Price
Hertford c.a. saloon	28 0 0	34 18 7
Hertford de Luxe c.a. saloon	31 0 0	38 13 6
Essex large c.a. saloon	33 0 0	41 3 8
Grange s.s. saloon	28 0 0	33 9 9
Cadmore open sports	18 0 0	22 9 8
Victor d.a. saloon	36 0 0	44 18 8
Victor de Luxe d.a. saloon	45 0 0	56 3 9
Ashby three-seater saloon	50 0 0	62 7 6

Abbreviations: s.s., single-seater; c.a., child-adult; d.a., double-adult.

NOVEL FILTER

Range of Wipac Products Extended : New Light Units



The Wipac Filter-Link

THERE are several additions to the Wipac range of accessories and electrical components which will be displayed at the London Show at Earls Court next month. One of them is a fuel filter suitable for insertion in solid pipelines of 3/4 in outside diameter. Known as the Filter-Link, it consists of a 3 in section of 3/4 in-bore translucent plastic piping with a ferrule at each end and a sintered-bronze element in the middle. Fitting simply involves cutting 2 in out of the fuel line and pushing the ends into the Filter-Link for a distance of 3/4 in. The element may readily be cleaned with a high-pressure air line applied in the opposite direction to normal flow and replacement is recommended every 10,000 miles. The price is 3s 9d.

Introduced just over a year ago and selling for 10s 6d, the Tricon handlebar switch



7in-diameter light unit with black lens

(combining horn push, dip switch and engine cut-out in a sleeve fitting inboard of the handlebar grip) is joined by two similar accessories. The first, designated the Triconsul, is identical to the Tricon except that the button which serves as an engine cut-out may be used as a starter button (on electric-starter models) or for headlamp flashing. Price of the Triconsul is 11s 6d. The other switch is known as the Ducon, comprises horn button and dip switch only and sells for 9s 6d.

There are two prefocus light units: one of 6 in diameter designed to replace the units in Wipac headlamps made before 1957, and another of 7 in diameter claimed to fit most post-war headlamps of that size. Both units accept the British Standard prefocus bulb. The 6 in model has a block-pattern lens and a pilot bulb in the reflector; designated Series 134, it retails at 17s 6d including the pilot bulb but not the twin-filament main bulb.

It is claimed that the bifocal lens on the

7 in unit (Series 118) provides a long-range beam superimposed on a diffuse light for short-range illumination, and that the lens is equally suitable for twin-filament bulbs having a left, right or vertical dip. This model costs 15s 6d, less bulb, or £1 with provision for a pilot bulb in the reflector.

Finally there is the Series 158 Wiflex handlebar mirror (for 3/4 in-diameter bars only). The mirror is circular and supported on an arm attached to a taper plug which screws into the end of the handlebar. Slight resilience in the mounting permits the mirror to return to its original setting after a slight knock. Price is 17s 6d.

In addition to the new products described, Wipac manufactures a wide range of sparking plugs, flywheel magnetos, electric horns, rear and side lamps and fuel filters. Makers are the Wico-Pacy Sales Corporation, Ltd., Bletchley, Bucks.

Pinhard Prize

TWO days remain for entries to be sent off for the Pinhard Prize open to clubmen who were under 21 years of age on September 1 last year. As mentioned in our columns on August 21, entries must be submitted by club secretaries through A.C.U. centre secretaries or, in the case of non-territorial clubs, direct to R. T. Newbery, 72, Erpingham Road, Putney, London, S.W.15.

The prize of £5, with the trophy to be held for one year, is presented to the member of a club affiliated to the A.C.U. or the Scottish A.C.U. who is considered to have made the most meritorious achievement in the field of motor-cycle sport during the year beginning 1 September 1957.

Centre secretaries received supplies of application forms some time ago, but copies can also be obtained from Mr. Newbery to whom completed forms should be sent by centre secretaries to reach him not later than next Monday, October 13.

Gibbes Outstanding

Australian Rider Wins 350 and 500 c.c. Races and
Worcestershire Grand National

OWING to atrocious weather, few spectators turned out for Sunday's Worcester-shire Grand National, last meeting of the season at the Redditch Club's Rollwood Farm circuit. The programme opened with the Lightweight Race, which provided a narrow win for G. A. Byrley (Veloette) after Johnny Harris (Greeves) had led for some distance.

After two qualifying heats, 35 riders faced the starter in the Grand National. Mike Rogers (B.S.A.) and P. C. Bright (249 Greeves) were the first away. Rogers still led at the end of the opening lap with Tony Gibbes (Ariel) and Chris Horsfield (B.S.A.) close up. Gibbes moved ahead during Lap 2 and he and Rogers drew away from the field. The pattern seemed to be set, but at the end of Lap 6 Gibbes appeared on his own. Some way behind, Rogers still clung to second place but he was slowing; his throttle action had stiffened and mud was clogging his air filter, enriching the mixture. At the chequered flag Gibbes was away out in front of the still-game Rogers. Harris just managed to take third from Horsfield after climbing from seventh position on the first lap.

Harris and Rogers again shot away in the Junior Race but at the end of the opening lap the order was Jimmy Bray, Gibbes, Harris and Rogers, all on B.S.As. Gibbes took over the lead on the third lap and Harris moved into second place on the last lap, relegating Bray to third.

In the Senior event Gibbes, back on his Ariel, made a good start and led throughout. On the first lap Rogers beat Horsfield for second place and Harris was a close fourth.

350 c.c. Race (5 laps).—1. G. A. Byrley (Veloette), 6m 18.2s; 2. J. L. Harris (Greeves); 3. R. H. Smyth (Veloette). **Worcestershire Grand National (6 laps).**—1. A. Gibbes (Ariel), 15m 21.8s; 2. M. J. Rogers (B.S.A.); 3. Harris (548 B.S.A.).

500 c.c. Race (4 laps).—1. Gibbes (B.S.A.), 7m 15.5s; 2. Harris (B.S.A.); 3. J. B. H. Bray (B.S.A.). **500 c.c. Race (5 laps).**—1. Gibbes (Ariel), 9m 50.6s; 2. Rogers; 3. C. Horsfield (548 B.S.A.).

Sprinting in Spray

SPRAY on the Western Undercliff Road whipped by the gale from the waves breaking on Ramsgate beach last Sunday deterred none of the competitors in the Sunbeam Club's 25th sprint meeting. First highlight was when Howard German on his old 498 c.c. Douglas showed disdain for the conditions by shattering the 650 c.c. class record with a run in 13.48s over the quarter-mile course. Previous best was 13.57s set up by Barry Briggs earlier in the year.

German's was the only record broken in the afternoon's programme of six events for, although George Brown (988 Vincent Special) managed the best time of the day—12.08s—to win the 1,000 c.c. solo event, he could not match his 1956 record dash in 11.94s.

One of the outstanding performers was Arthur Morgan (499 Rudge, 1930). He registered times which gave him the laurels in the vintage event and also third place in the 650 c.c. class.

Heavy rain blew in from the sea as the meeting drew to its close and for the sidcar and three-wheeler exponents the road was nearly awash. Charlie Rous (Vincent) had to work hard to find sufficient wheel grip, but he won with a time of 17.93s. Len Bolton, driving his home-brewed three-wheeler, lost

a few seconds controlling a vicious power slide as he left the gate, but scored third place with a run in 18.52s.

250 c.c. Class.—1. J. T. Terry (Ariel), 15.9s; 2. D. E. Keys (Norton), 17.08s; 3. M. C. Philpott (Greeves), 17.5s. **150 c.c. Class.**—1. R. A. G. Willoughby (R.W. J.A.P.), 14.94s; 2. A. Hagon (Kirby Special), 15.52s; 3. C. Chapman (Norton), 15.45s. **498 c.c. Class.**—1. H. D. German (498 Douglas), 13.48s (class record); 2. O. F. Thomson (499 Thomson-Norton), 13.85s; 3. A. A. Morgan (499 Rudge), 13.95s.

1,000 c.c. Class.—1. G. Brown (Vincent Special), 12.08s; 2. C. W. Rous (Vincent), 12.28s; 3. W. G. Ottewill (Vincent), 13.42s.

Vintage Machines up to 1,000 c.c.—1. A. A. Morgan (499 Rudge, 1930), 13.87s; 2. A. E. Breeze (647 Scott, 1930), 15.05s; 3. P. Booth (499 Ariel, 1930), 15.5s.

Sidcars and Three-wheelers up to 1,000 c.c.—1. C. W. Rous (998 Vincent), 17.93s; 2. L. W. H. Collins (499 Veloette), 18.23s; 3. L. S. Bolton (L.S.B.), 18.52s.

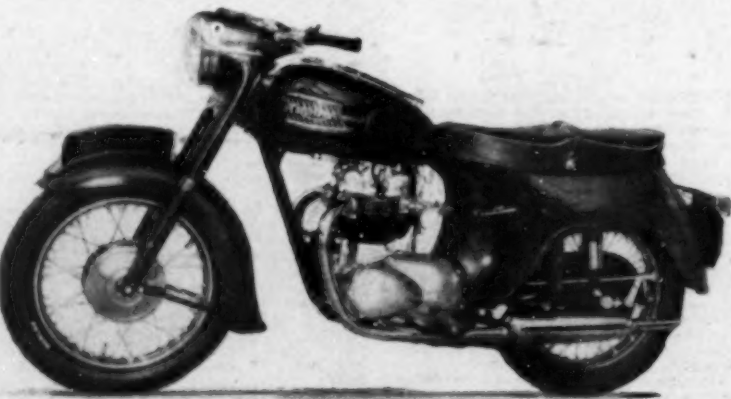
Sports News

AT OULTON PARK last Saturday, Dave Chadwick told of a surprising expedition he is planning. If he receives permission from the French authorities to cross the Sahara he will drive the 7,000 miles to South Africa to race during the winter. He plans to purchase a four-wheel-drive vehicle, load his Nortons and set off soon after the London Show. He may take a two-fifty but that is not yet definite. Last year, it will be recalled, the Manchester road racer toured South Africa with Mike Mailywood. Mike, too, is making the trip again, but is to travel by sea. John Surtees could not confirm the rumour that he, also, will be racing in South Africa. He explained that everything depended on whether MV Agusta permission was forthcoming.

Back to Ludlow

AND SO, after all the speculation concerning the British Experts' Trial, the event will once

Making its debut at the Paris Show (reported on pages 438 and 439) is the new Triumph Speed Twin shown below. The 490 c.c. engine and the general styling are based on those of the Twenty-One



again be held in the Ludlow area over virtually the course used last year. For some months past it has been popularly supposed that the trial would be staged in the Wye Valley. The date is November 29. Regulations will be issued shortly.

Centre Spree

CLUBMEN in the South Eastern Centre are holding their annual dance and cabaret on Monday, October 20, at the Orchid Ballroom, Brighton Road, Purley, Surrey, from 7.30 p.m. to midnight. Tickets, price 5s, are in the hands of club secretaries, but can be obtained direct from the centre secretary, Fred Dowty, 28, Cuckoo Hill Road, Pinner, Middx. (telephone: Pinner 2695).

ROAD RACER Terry Shepherd was involved in a road accident when he was driving to Oulton Park last Saturday. He was afterwards taken to Chester Royal Infirmary with a broken leg.

OWING TO DETERIORATION of the Mowell Hill Farm course at Brill as a result of prolonged heavy rain, the Bucks Grand National, to have been held there next Sunday, has been cancelled.

FIRST HOME in the international moto-cross meeting at Moulins, France, last weekend was Eric Cheney (499 B.S.A.), of Great Britain. Second was Nic Jansen (498 Matchless), Belgium, and third Andre Chuchart (B.S.A.), France.

THE LAST ROAD RACE on a home track in 1958 takes place at Brands Hatch on Sunday. John Surtees and John Hartle head the list of entries among whom are Alan Trow, Mike Hallwood, Bob Anderson, Harry Hinton, Ernie Washer and Dave Chadwick. In the sidcar class are Bill Boddice and Cyril Smith. There will be ten races. Practice begins at 9 a.m. and racing at 12.30 p.m. Admission is free, parking costs 2s 6d for motor cycles and 4s for cars.

FOR THE Bristol Club's national John Douglas Trial on Saturday solos will cover a 50-mile lap and sidcars two shorter laps embracing the earlier solo hills. The entry totals 115—13 of which are sidcars. Most of the famous factory riders are entered, among them Jeff Smith, the 1957 winner. He rode No. 1 last year; this time his number is 98. The start will be at 9.30 a.m. from G. H. Coles Coach Station, Winford, Somerset, 6½ miles south of Bristol (out on A38 and then take B3130).

THE MAJORITY of the famous northern stars will take part in the Sheffield and Hallamshire Club's national Hallamshire Peak Trial on Sunday. Included in the entry of 110 are Arthur Lampkin, Peter Fletcher, Eric Adcock, Gordon Blakeway, Artie Ratcliffe, Stan Holmes, Tom Ellis and, in the sidcar category, Peter Wraith, Bob Collier and 1958 Scottish Six Days' Trial winner Jack Oliver. The start is from the Bull's Head Hotel, Castleton, 10 miles south-west of Sheffield, at 10 o'clock.

More Endurance

Ambitious Tests With Vespa and Dayton Scooters

TWO more scooter endurance tests started last weekend. The first got under way at 8 o'clock on Friday evening when a 124 c.c. Vespa, loaned by the makers, headed west from Palmers Green, London, N.13, en route for Land's End. A team of four riders went with the Vespa; they were Roy Burke and Roy Cooper (directors of The Scooter Centre, Ltd., Palmers Green) and Ted McCorry and Don McInnes, keen Vespa enthusiasts. Riding was shared in four-hour stints with the off-duty trio following the Vespa in a van carrying food, fuel and sleeping kit.

The engine was kept running during changes of rider and by 7 o'clock on Saturday morning the party had reached Land's End. From there the route lay via Worcester, Carlisle, Stirling and Inverness to John O'Groats, which was reached at 4.30 p.m. on Sunday. Wheeltracks were then retraced as far as Inverness and an east-side return to London plotted through Edinburgh and Newcastle. The run finished at 6.50 p.m. on Monday, which meant that 1,866 miles had been covered in barely 71 hours, an average speed of just over 26 m.p.h. with the engine running all the time.

Two Dayton Continental 249 c.c. twins were used for the other run which started from Nuneaton, Warwickshire, at 10 o'clock on Saturday morning. The Daytons were ridden by Norman Hodge, a Nuneaton trader, and John Barlow, and—unaccompanied—they struck north-east for Skegness on the Lincolnshire coast with the idea of following the coast road anti-clockwise right round England, Scotland and Wales, then heading inland back to Nuneaton after reaching Skegness.

Hodge and Barlow hope to complete their 3,480 mile trip in five days.

July Registrations

DURING July the total number of motor-cycles and similar-category machines registered for the first time was 17,515. The figures for the various capacity classes were: solos—up to 50 c.c., 3,188; 50 to 150 c.c., 6,601; 150 to 250 c.c., 3,951; over 250 c.c., 2,735. Sidecar outfits—up to 50 c.c., 1; 50 to 150 c.c., 15; 150 to 250 c.c., 10; over 250 c.c., 347. The three-wheeler total was 567.

Big Film Show

MORE than 1,500 tickets for the Streatham Club's midnight matinee of films to be presented on November 22, the second Saturday of the London Show, have already been issued. The programme starts at 11.30 p.m. About 800 tickets remain and applications for supplies should be made immediately (with a stamped, addressed envelope) to Norman Mace, 68, Lavenham Road, Southfields, London, S.W.16. Tickets are free but those attending are expected to buy programmes, price 2s 6d each, the proceeds from which will go to the A.C.U. Benevolent Fund.

New Prima

A NEW version of the N.S.U. Prima scooter will be seen at the Earls Court Show next month. Designated the Prima

III KL, it has body styling similar to that of the 174 c.c. Five-Star Prima, but the engine capacity is 148 c.c. and it has a kick-starter instead of electric starting.

Other features shared with the Five-Star are 10in-diameter wheels, a pivoted front fork and foot control for the gears. A pillion seat is standardized but not a luggage carrier or spare wheel. The price is not yet announced. Concessionaires are N.S.U. (Great Britain), Ltd., 134-136, King Street, London, W.6.

Cheaper Terrots

THE French 124 c.c. Terror VMS3 scooter marketed in this country by the Panther concern is superseded by a Mark II version selling at a much reduced price. In standard form (i.e., without parking lights and available only in cream) the VMS3 Mark II retails for £124 15s including purchase tax. Parking lights and a two-tone finish (cream with red, green, blue or aqua) are features of the de-luxe model which sells for £130 19s 9d. Both machines feature a three-speed preselector gear box, spare wheel, pillion seat and footrests. Concessionaires are Phelon and Moore, Ltd., Cleckheaton, Yorks.

Weather Service

FROM Wednesday of last week the General Post Office reintroduced its road weather telephone service which will continue in operation until April 30 next year. Eight centres are covered and the announcements describe weather conditions affecting roads over areas of about 50 miles radius. The

REMEMBER

The London Show at Earls Court starts on Saturday, November 15, and ends on the following Saturday, November 22

THE DATES

reports are compiled with the co-operation of the Automobile Association.

For reports covering areas centred on London, Birmingham, Manchester and Liverpool, subscribers should dial ASK 661; for Glasgow, Edinburgh, Cardiff and Leeds, the number is 938 (not preceded by exchange letters). Callers from coin-boxes must dial the operator to obtain the service.

PLASTIC enclosure panels are fitted as standard to the 1959 Piper, Venom and MSS Velocettes, but not the MAC as stated in an advertisement in the issue for September 25.

THE total rebuilding of Gus Kuhn Motors' premises at 275, Clapham Road, London, S.W.9, has been completed. Only one wall of the original structure remains and the floor space is now four times what it was originally.

A NEW club—the Trafalgar M.C.C.—has been formed at Peckham, London. Weekly meetings will be held on Thursdays at 8.30 p.m. at the Trafalgar, Sumner Road. Secretary is R. Bailey, 85, Choumont Road, Peckham, S.E.15.

ONE of the stalwarts of the old Levis concern, W. S. Banner, retired on September 30. He was very well known in the trade and to many enthusiastic riders of Levis machines and in recent years has been connected with H.E.C. Compressors and Engines, Ltd., at the Levis works in Birmingham. He was Midlands Centre president for 19 years.

A FILM show, which will include the Jubilee T.T. and several other motor-cycle and car films, will be held at Sale Town Hall, Cheshire, on October 28, starting at 8 p.m. It is organized by the North Cheshire Joint Road Safety Committee and all motor cyclists will be welcome. Admission is free.

PLANS are afoot to revive the Wednesday and District Club, which was formed in 1951 and declined during the period of fuel rationing last year to the extent that membership today totals only 12. Prospective members are invited to club nights—Tuesdays at 8 p.m.—at the Horse and Jockey, High Bullen, Wednesbury. Secretary is A. Fuller, 82, Collins Rd., Wednesbury.

ANOTHER step in the rationalization process in Germany is the arrangement just concluded between Hanomag and B.M.W. for a common selling organization to develop and build up the dealer organization. Hanomag are heavy commercial vehicle manufacturers and B.M.W. produce cars as well as three-wheelers and the motor cycles for which they are particularly famous.

TRAINING SCHEME—Next course for learners (on motor cycles and scooters) organized by the Sunbeam Club in the Wembley and Harrow area starts on Sunday, November 9, and continues in Sunday morning sessions for 12 weeks. Full details can be obtained from the organizer, R. M. Sidney, 34, Great Smith Street, Westminster, London, S.W.1.

RIDING an N.S.U. Quickly, Gladstone Bovell left Trafalgar Square, London, last Friday on the first stage of a trip to Melbourne, Australia. He plans to follow the Trans-Orient coach route through Europe to India and then will take the coast road through Malaya. From Singapore he will go by boat to Darwin and then ride by way of Alice Springs to Melbourne. Mr. Bovell plans to average about 200 miles a day.

A CENTRAL group sales department to deal with all Villiers and J.A.P. products has been established at the head office of The Villiers Engineering Co., Ltd., Marston Road, Wolverhampton. The J.A.P. sales office has been closed, but at the factory in Southgate, London, N.14, a market-research and development centre has been opened where new engine projects will be dealt with.

READERS' CORNER.—Spares Book Wanted. G. E. (Oldham): for a 1957 Royal Enfield Clipper. Experiences Wanted.—J. O. R. (Swansea): Ariel Square Four sidecar outfit. W. E. (Cinderford): Reliant Regal four-seater. Contact Wanted.—M. A. D. (Newport), whose B.S.A. B31 was in collision with a car on August 2 near High Wycombe: with the Sunbeam rider who saw the accident.

CHRISTMAS seals in aid of the National Association for the Prevention of Tuberculosis this year portray 100 different spring and summer flowers commonly known in Great Britain, instead of the usual pictures reminding us of the festive season. A key to the names of the flowers is available to subscribers on request. Sheets of 100 seals cost 4s and can be obtained from the Duchess of Portland, chairman of the association, Tavistock House North, Tavistock Square, London, W.C.1.

WALL charts indicating lubrication points and type of lubricant to be used for the most popular models produced during the past few years by A.J.S., Ariel, B.S.A., Matchless, Norton, Triumph, Lambretta and Vespa are now available free from Castrol. The charts measure 17x11in and are printed in two colours. They can be obtained from the Castrol Chart Library, C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1. Applications should specify the make, model and year of manufacture of the machine and should, of course, include the applicant's name and address.

MORE and more clubs and business organizations are taking advantage of the R.A.C. group membership scheme whereby groups of 12 or more riders qualify for a reduced subscription rate. All the usual facilities are available and the advantage is that the subscription is £1 5s a year instead of £1 11s 6d. Initially, a joining fee of 10s per person (which covers a badge and a telephone-box key) is charged. For group membership one person has to be responsible for collecting the subscriptions and for other details of administration. This scheme is distinct from that by which the annual fee for members of A.C.U.-affiliated clubs is also £1 5s; in their case the administration is direct with the R.A.C.

Club News

A.M.C. Owners (Bristol).—October 9: Film show (Rising Sun, Ashton Gate, 7.30). **Avon Valley.**—October 15: Film show (H.Q., 7.30). **Barnet.**—October 9: Club night (Assembly Rooms, Union Street, 8). **Batley.**—October 9: Supper (H.Q., 8.45). **Baywater.**—October 10: A.G.M. (H.Q., 8). **Bedford Eagle.**—October 12: Dunstable Trial (cattle market, 9). **B.M.C.R.C.**—October 15: Film show (Prince of Wales, Drury Lane, London, W.C.1, 7.30); One member, one guest. **British Two-Stroke.**—October 12: Observers' run (Busy Bee Café Hatfield, 10.30). **Bulldog.**—October 14: Film show (H.Q., 8). **Central Leeds.**—October 13:

show (H.Q., 8). **Hiord.**—October 14: Natter night (Dr. Johnson, Barkingside, 8). **Jersey.**—October 14: Committee and nomination meeting (Victoria Hotel, Minden Place, 8). **Kings Norton.**—October 10: Photographic quiz (H.Q., 8). **Kingston.**—October 12: Combine Trial (Cattle market, 9.30). **L. E. Vale (London).**—October 10: Club night (3 to 5, Dorset Square, N.W.1, 8). 15: Route-finding test (Greyhound, Keston, Kent, 10). (Midland).—October 13: A.G.M. (Friends' Institute, Moseley Road, Birmingham, 7.30). **Lea Bridge.**—October 12: Challenge Cup Competition (Kia-Ora Café, North Weald). **Leatherhead.**

IMPORTANT EVENTS

Saturday, October 11.—**Somerset:** National John Douglas Trophy Trial, G. H. Cole's Coach Station, Winford, 6½ miles south-west of Bristol, 9.30 a.m. **Surrey:** Moonbeam Run, Hog's Back, A31, 6.30 p.m. **Pembroke:** Maurice Ormond Sporting Trial, Commercial Inn, near Saundersfoot, 3 p.m. **Eire:** Moran Cup Trial, the Stonecrusher area, near Stonecross, Bellinasorney, Old Bawn, 2.15 p.m.

Sunday, October 12.—**Brands Hatch:** National road races, Fawkham, Kent, 12.30 p.m. **Yorkshire:** Hallamshire Peak Trial, Bull's Head Hotel, Castleton, ten miles south-west of Sheffield, 10 a.m. **Berkshire:** Beenhams Park Championship Scramble, Beenhams Park, eight miles south-west of Reading, 1 p.m. **Somerset:** Somerset Grand National, Westbury Farm, Little Norton, Norton under Hamdon, near Yeovil, 2 p.m. **Mendip Rally.** Mendip Service Station, Gurney Slade, Bath, 10.30 a.m. **Scramble.** Lower Farm, Charterhouse, near Cheddar, 2 p.m. **Cornwall:** Vigors' Trophy Trial, Iron Horse Hotel, Newton St. Cyres, noon. **Trials:** Mid-Cornwall Garage, Bodmin, 2 p.m. **Buckinghamshire:** Comerford Cup Trial, The Squirrel, Penn Street, three miles from Amersham, 10.30 a.m. **Herefordshire:** Grass-track racing, Wellington, near Hereford, 1.30 p.m. **Surrey:** Talmag Trial, Nightingale Inn, Ash, 10 a.m. **Lincolnshire:** East-Midland Centre Championship Scramble, Frith's Farm, Winceby, near Horncastle, 12.30 p.m. **Bedfordshire:** Dunstable Cup Trial, Greenways Café, Stopsley, Luton, 10.30 a.m. **Hampshire:** West Trophy Trial, Farley Mount, near Hursley, 11 a.m. **Essex:** Trial, Cricketers, Danbury Common, 11 a.m. **Leicestershire:** John Bull Trophy Trial, Rose and Crown, Tilton,

ten miles from Leicester, 9.30 a.m. **Warrickshire:** Group Trial, White Hart Hotel, on the Stratford on Avon to Shipston road, 10 a.m. **Westmorland:** Rutherford Trophy Trial, Danes Café, Staveley, on the main Kendal to Windermere road, 11 a.m. **Lancashire:** Rufbioise Trial, Central Garage, Galgate, 4 miles south of Lancaster on A6, 10 a.m. **Cheshire:** Scramble, Bowsey Wood Farm, Betley, near Crewe, 2 p.m.

Saturday, October 11.—**Hampshire:** Beaulieu Scramble, Old Park Farm, 2.30 p.m.

Sunday, October 12.—**Yorkshire:** TV Two-Day Scramble, Bentley Springs, Emley, near Wakefield, 1.15 p.m. each day.

Sunday, October 19.—**Hertfordshire:** British Two-Stroke Trial, Busy Bee Café, Alderham, on A41, 10 a.m. **Dorsetshire:** Dick Farquharson Trial, Coombe Motors, one mile from Shaftesbury on the main Salisbury road, 11 a.m. **Devonshire:** Inter-Centre Team Championship Trial, Hare and Hounds Inn, Honiton to Sidmouth road, 11 a.m. **Quantock Scramble.** Broadfield, near Bridgwater, on the Bishops Lydeard road, 2 p.m. **Scramble.** Hollacombe Farm, Wickcombe, 1.30 p.m. **Warrickshire:** Alex Ross Trial, Jubilee Inn, Studley, 10 a.m. **Bedfordshire:** Scramble, Clay Hall Farm, Kensworth, 1 p.m. **Lancashire:** Trial, King William IV Hotel, Shore, near Littleborough, 11 a.m. **Essex:** October Trial, Silver Wings Café, North Weald, A122, 11 a.m. **Hampshire:** Autumn Scramble, Old Idsworth Farm, Horndean, Portsmouth, noon. **Sussex:** Two-Stroke Trial, Cross in Hand, Hestfield, 11 a.m. **Denbighshire:** Queensway Cup Trial, The White River Camp, near Bodfari, 11 a.m. **Wicklow:** Callaghan Cup Scramble, Fassaroo, Dargle Road, Bray, 2.45 p.m.

Evening run to Boston (Westgate, 7.15). **Chilterns 50.**—October 15: Film show (Holly Bush, Church End, Redbourn, 8.30). **Clydebank.**—October 12: Lake of Menteith (H.Q., 10.30). **Cricklewood.**—October 13: Meeting (Cricklewood Hotel, 8.30). **Croydon.**—October 12: Group Sunday (Airport, 9). **Derby Phoenix.**—October 11: Jones Tankard Night Trial (Osmaston Park Hotel, 8). **Devonport.**—October 10: Film show (H.Q., 8). 12: Mystery run (as arranged). **East Acton.**—October 15: Open night (Duke of York, 8). **Ford.**—October 12: Colchester Castle (Bob's Café, 10). **Gloucester and Cotswold.**—October 14: Meeting (H.Q., 7.30). **Grashopper (Romford).**—October 13: Film show (White Hart Hotel, Brentwood, 8). **Hanwell.**—October 13: Slide

—October 9: Club night. **Leavesden.**—October 13: Film show and talk (H.Q., 8). **Leeds Road Mincier.**—October 12: Huddersfield Main Road Trial (Nun Monkton, 10). 14: Scavenger hunt (Dydney Arms car park, 8). **Liverpool Imperial.**—October 14: Natter night (H.Q., 8.30). **London Douglas.**—October 10: Film show (H.Q., 8). **London Scooter.**—October 9: A.G.M. (Morsehead Road, 8). 12: Beachy Head and Eastbourne (Henry's Corner, 8.30, and Blue Cockatoo, Albert Bridge, 9). **London Touring.**—October 12: Whipnade Zoo (Ace Café, 10). **Manchester Eagle.**—October 12: Chatsworth House (Rising Sun, Hazel Grove, 10.30). **Manchester Lambretta.**—October 12: Mystery run (Albert Square, 9.30). **Manchester Vagabond.**—October 12: Observation run (Gate-

way Hotel, East Didsbury, 10). **Manar.**—October 12: Brands Hatch (H.Q., 11). 13: Tombola (H.Q., 7.30). **Mid-Herts.**—October 9: Film show (H.Q., 8.30). **Minety Vale.**—October 12: Taylors Trophy Trial (Old Inn, Minety, near Malmesbury, 10.30). **Mohawk.**—October 12: Talmag Trial (Officers' Club, 9.30). **Mont's Christie.**—October 15: Film show (Woodbine, 8). **Nearest Sidcar.**—October 12: Hardwick Hall (Oldham market place, 10). **Norwood.**—October 15: Club night (West Norwood Tennis Club, Knight's Hill, 7.30). **Nottingham Tornado.**—October 12: Lathkill Dale (Robbers Mill, 10.30). 13: Committee meeting. 15: Club night (Beechdale Hotel). **Panther Owners.**—October 12: Pathfinders Trophy (Lincoln Café, 9). **Pendennis.**—October 10: Meeting (Working Men's Club). **Plymouth Touring.**—October 9: Table-tennis (H.Q., Bignin Hill, Ernesettle). **Prima.**—October 12: Southend Lights (Green Man, Leytonstone High Road, 3). **Prima Eagles.**—October 12: Southend Lights (Stratford, 2.30).

Riding All-Scooter.—October 14: Club night (River Club, 8). **Rookery.**—October 12: Brands Hatch (Glansfield Lawrence, 8.30). **Royal Enfield Owners.**—October 10: A.G.M. 12: Brands Hatch (St. Paul's, 9, and Lewisham Clock Tower, 9.30). **Rudge Enthusiasts.**—October 12: Meeting (Hoop and Grapes, 7.30). **Saints.**—October 9: Club night (St. Andrew's Boys' Club, 8). **Sidcup.**—October 9: Film show. **Slough Road Owners.**—October 10: Weekend coach trip (9).

South Liverpool.—October 12: Lynn Craftman (Birkenhead Tunnel, 9.30 and Denbigh Square, 11.30). **Southampton.**—October 10: Marshals' briefing (H.Q., 12). **West Trophy Trial** (Farley Mount, 11; marshals, 10.15). **Southern Sporting.**—October 12: Star Group Trial (Claremont Café, Staines, 9). **Sunbeam.**—October 10: Film show and talk by Bert Greaves (The Vine, Stannore Hill, 7.30). **Surrey Sidcar.**—October 12: Goring on Sea (Bairford Bridge Hotel, 9). 15: Tombola (Hand in Hand, Box-hill, 8.30).

Tenterden.—October 14: Committee meeting (Eight Bells, 7). **Trade Winds.**—October 12: Windsor (H.Q., 10). **Triumph Owners (Bedford).**—October 9: Holiday round-up (H.Q., 8). (Epping Forest).—October 12: Mystery run (Wake Arms, 9). 14: Tombola (H.Q., 7.30). (North London).—October 10: Film show (H.Q., 8). 12: Brands Hatch (London Bridge, 10). (South London).—October 12: Trial (Three Kings, 9.30). (Wolverhampton).—October 13: Film show (H.Q., 8).

Triumph Owners of North West Kent.—October 14: Talk by Eric Oliver (T.S. Narvik, Bromley Common). **Vagabonds.**—October 11: Social evening (Bull's Head, 7.30). 12: Brands Hatch (Highway Café, 9). 13: Club night (Bull's Head).

Vincent H.R.D. Owners (Cambridge).—October 9: Club night (Trinity Foot, A604, north of Cambridge). (Coventry).—October 10: Film show (Phantom Coach, Coventry Bypass, 7.30). (Derby).—October 9: Club night (Osmaston Park Hotel). (Essex).—October 10: Film show (White Hart Hotel, Chelmsford, 7.30). 12: Treasure hunt (Sunbeam Café, Chelmsford Bypass, 10). (Kent and Sussex).—October 10: Club night (59, High Street, Rolvenden, (Mersey-side and North Wales).—October 10: Out of town (Red Lion, Buckley, 8). 12: Lake District (Liverpool end of tunnel, 6). (North London).—October 14: Club night (George, Holmes Road, Kenilworth Town). (Oxford).—October 10: Club night (The Chequers, Horspath). (South London).—October 10: Quiz night (T.A. H.Q., Bromley Road, Catford, 8). (Southampton).—October 9: Club night (Compass Inn, Winsor, near Cadnam). (Wexham).—October 14: Club night (King's Arms, Bradford on Avon). (West London).—October 13: Club night (Ickenham Community Centre).

Walling Association.—October 12: Birchden (Queen of Hearts, 10). **West Ealing.**—October 12: Sporting event (Hanwell Clock, 10). **West Essex.**—October 12: Kew Gardens (Widhamstow Bill, 10.30). 13: Games (H.Q., 8). 15: Dance (Roebuck Hotel, Buckhurst Hill, 8). **West Leeds.**—October 9: Visit to George Barker Refrigerators (Police Box opposite Smith's Crane works, Kodely, 7.30). **West London.**—October 9: Club night (H.Q., 8). 12: T.F.C. event (Better Ole, 10). **Weymouth.**—October 12: Rutherford Trophy Trial (Danes Café, Staveley, 11).

Weybridge.—October 12: T.V.T.C. Trial (Working Six Cross-roads, 10.30). **Witley.**—October 9: Social evening (H.Q., 7.30). **Wood Green.**—October 12: Dunstable Cup Trial (Alexandra Palace, 9.30). **Woolwich.**—October 9: Tombola (H.Q., 8). **Working Eagle.**—October 9: Supper run (Downlands Hotel, 7.30). **Wycombe.**—October 10: Club night (Nag's Head, 8). **Yeo Vale.**—October 11: Working party (Westbury Farm, 2).

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Heavy gauge
for hard wear
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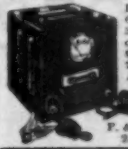
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As illustrated,
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Up to 100 c.c.
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Our price 18/6
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Guaranteed. Full
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Worn Tyres are dan-
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Rubberised Super
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Ideal for the weekly wash. Or
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Quilted, satin lined.
Cord and waist-
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pockets and fitted
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Please send details of your
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Made for quick, easy fixing on 725 inch, and above. In motor's matching colours or to contrast.
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Price 50/15. Carriage 12/6. Or Deposit 25/6 and 6 Monthly Payments of 12/6, inc. carriage.

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Superior quality
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An amazing selection of Clothing
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at 5/- each. Thigh-length Rubber
Waders. (Sizes 6, 7, and 8)
15/6. Waterproof Over-Pants.
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For Ladies or Gents. Cam-
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THE ONLY ORGANISATION
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ADLER

COMERFORDS for Adler and 1,000 other machines; lowest possible h.p. rates.—Folkestone Rd., Ditton. [C1006]

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1017/R]

WHITE & MARTIN for your new A.J.S.; part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

95 c.c.—A.J.S. twin, 1951 model, spring frame, dual seat, carefully used; terms, exchanges.—Rowland Smith, Below. [C1114]

125 c.c.—A.J.S. December 1956 350cc ohv, spring frame, windshield, very good condition, free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

SLOCUMBER OF NEASDEN for your new A.J.S.; terms and exchanges.—235-271, Neasden Lane, N.W.10. Oldstone 3555 (8 lines). [C1115]

COMERFORDS for A.J.S., new and second-hand 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (8 lines). [C1006]

WHITBY OF ACTON—New models in stock, exchanges; h.p. spares.—265-275, Acton Vale, London, W.3. She. 5535 (Showroom); She. 6705 (Spares). [C1128/R]

'56 A.J.S. 600cc spring twin, mod. 30, DW fairing, A.M.C. panniers, all exceptional condition, owner emigrating; best offer over £175 secure.—Mr. Anson, Flat 66, 30, Onslow Ode, S.W.7. [C6114]

A.J.S. WANTED

GEOFF CLARKE pay most for A.J.S.—378, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 0041. [W1114/R]

PRIDE & CLARKE—Biggest demand, highest prices.—156, Stockwell Rd., S.W.9. Tel. Reading 2257. [W1096/R]

CLAUDE RYE urgently require all models; get our price first! H.P. accounts settled, we pay carriage.—995-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R]

WE pay £10 more for A.J.S. H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kinsway Motors, 36-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2257. [W1059]

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service. [W1017/R]

340 Putney Rd., New Eltham, S.E.9. [W1017/R]

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163]

HOW STREET GARAGE, Ltd.—Genuine A.J.S. H.P. spares; c/o.c. trade.—414, How St., W.9. Tel. Cop. 1710. [C1072]

GUS KUHN—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 9604 and 9455. Prompt c.o.d. by return service. [C1133/R]

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.5. Hendon 8629. [S1179]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid c.o.d.—Rodney 2181. [C1062/R]

KATE OF EALING, Ltd.—A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Wood St., Ealing, W.5. Eal. 2387. [S1079/R]

THE MOTOR CYCLE

CLASSIFIED ADVERTISEMENTS

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1/5th DEPOSIT 24 MONTHS TO PAY

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Bicycle—Scooter—Lightweight—Single and Multi—Sales and Combinations. We have them all at prices to suit every pocket. Ownership is made easy by our **PAY AS YOU RIDE PLAN**. Every machine marked clearly with its price. Study this small selection from our huge stocks then call and select for yourself.

DEPOSIT 20-24 PAYMENTS OF £12.7	Cash Price
Motorcycle, '57, 49 c.c. Master Moped	£220 10
Zundapp, '55, 49 c.c. de luxe Combimotor Moped	£220 10
Motorcycle, '55, 49 c.c. de luxe Moped, automatic clutch	£220 10
S. R. H. '56, 49 c.c. de luxe 3-speed Quickly Moped	£220 10
DEPOSIT 20-24 PAYMENTS OF £10.7	
Motorcycle, '55, 49 c.c. 2-speed Perle Moped	£220 10
Motorcycle, '57, 49 c.c. 2-speed motor engine de luxe Moped	£220 10
S. R. H. '56, 49 c.c. O.H.V. Mod. G, 1000 cc, 1000 cc, 1000 cc	£220 10
Motorcycle, '55, 49 c.c. 3-speed Sachs engine Nippy Moped	£220 10
Motorcycle, '57, 49 c.c. de luxe Moped, auto clutch, speedo	£220 10
S. R. H. '56, 49 c.c. de luxe 3-speed Quickly Moped	£220 10
Motorcycle, '55, 197 c.c. Villiers Captain de luxe springer	£220 10

DEPOSIT 210-24 PAYMENTS OF £11.7	
N.E.W. '55, 49 c.c. Superport 3-speed Moped, w/arm	£220 10
Motorcycle, '55, 49 c.c. Super de luxe Moped, very low mile	£220 10
Motorcycle, '55, 180 c.c. Conquest, w/arm, 1000 cc, 1000 cc	£220 10
Motorcycle, '55, 180 c.c. Model Europa de luxe springer	£220 10
S.R.H. '57, 75 c.c. Dandy Scooter, 1000 cc, 1000 cc	£220 10
Motorcycle, '55, 180 c.c. O.H.V. Mod. H.A.P. 1000 cc, 1000 cc	£220 10
S.R.H. '55, 500 c.c. O.H.V. Mod. A7 de luxe T.W. 1000 cc	£220 10
A.J.S. '55, 500 c.c. O.H.V. Mod. 18, dual seat, 1000 cc	£220 10
S.R.H. '55, 500 c.c. S.V. Mod. C19 de luxe springer	£220 10

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Motorcycle, '54, 197 c.c. Villiers Captain de luxe springer	£220 10
Motorcycle, '55, 225 c.c. Villiers, dual seat, spring	£220 10
S.R.H. '54, 250 c.c. S.V. Mod. C18 de luxe, springer	£220 10
Motorcycle, '55, 500 c.c. S.V. de luxe Big Four, 1000 cc	£220 10
S.R.H. '55, 180 c.c. Model D.S. Bantam Major, springer	£220 10
Motorcycle, '55, 49 c.c. Super Moped, auto, clutch and arm	£220 10
Motorcycle, '55, 180 c.c. Villiers Cadet de luxe springer	£220 10
Motorcycle, '55, 180 c.c. O.H.V. Mod. Terrier sprg, dual	£220 10
Ariel, '50, 500 c.c. O.H.V. Mod. V.H. R. Hunter sprg	£220 10
S. R. H. '55, 500 c.c. O.H.V. Mod. S. Hunter sprg	£220 10
Motorcycle, '55, 500 c.c. O.H.V. Mod. ST Twin, 1000 cc	£220 10
Indian, '55, 350 c.c. S.V. Mod. Brave, w/arm springer	£220 10
S.R.H. '55, 500 c.c. O.H.V. Mod. B.21 de luxe sprg, dual	£220 10

DEPOSIT 210-24 PAYMENTS OF £22.15	
Motorcycle, '55, 500 c.c. O.H.V. Mod. G.50, auto sprg	£220 10
Motorcycle, '55, 180 c.c. Villiers Cadet de luxe, 1000 cc	£220 10
Motorcycle, '55, 500 c.c. O.H.V. Mod. V.H. R. Hunter sprg	£220 10
Ariel, '55, 500 c.c. O.H.V. Mod. V.H. R. Hunter sprg	£220 10
F. Burdett, '55, 197 c.c. Villiers Falcon, 1000 cc, 1000 cc	£220 10

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PRIDE & CLARKE LTD
158 STOCKWELL ROAD LONDON SW9
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A.J.S. SPARE PARTS

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 885, 921, Fulham Rd., S.W.6. Remon 6174. [S1105/R]

C.O.D. and service units, £10,000 spares in stock.—Maple, 64-74, Godstone Rd., Whiteale, Surrey. Tel. 0885; and 258-260, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3303-5. [S1163/R]

PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—363, Putney Bridge Rd., S.W.15. Putney 6867. [S1134/R]

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Croy. 3641-3; 208-210, Gt. Portland St., W.1. Bus. 4632-4; 418, Homford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 9886; 84-86, High Rd., Tottenham, Sta. 5658. [S1052/R]

AMBASSADOR

AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. [C1006/R]

MITCHELL ERSKINE, Ltd. (Palmer Green), offer—

NEW 1956 model Super B, 250cc twin engine, rear suspension, redesigned front forks, a most magnificent lightweight at £199/12.

DEPOSIT 1/4, balance 12, 18, 24, 30 months.

15 Green Lanes, Palmers Green, N.13. Bover Park 5222 and 4976. [S581]

GODFREYS, Ltd., Ambassador dealers all depots.—See display advert. [C1054/R]

GIFTS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—368, Northolt Rd., Hydon 2684. [C1003/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 540-552, London Rd., Thornton Heath, Tel. Tho. 4967. [C1166/R]

CLAUDE RYE, Ltd., for your 1956 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—885-921, Fulham Rd., Fulham, Hen. 6174. [C1105/R]

COMERFORDS for Ambassadors, new and second-hand; 1,000 machines in stock; send for lists.—Folkestone Rd., Thames Ditton. Emb. 5531 (8 lines). [C1006]

ARIEL

WHITBY OF ACTON—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London W.3. She. 5535. [C1128/R]

ROWLAND SMITH'S for Ariel. New model in stock.

FREE tax and insurance with second-hand motor cycles.

145 c.c.—Ariel twin, September 1956, 490cc ohv, Fieldmaster, swinging arm, windshield, legshield, exceptional condition.

95 c.c.—Ariel Four, 1951, 1,000cc, spring-frame combination, alloy motor, very good condition; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.3. Hampstead 6041. [C1114]

MITCHELL ERSKINE, Ltd. (Palmer Green), offer—

A NEW 1959 sensational Ariel Leader, in two-tone blue grey, £299/11/7.

DEPOSIT 1/4, balance 12, 18, 24, 30 months.

15 Green Lanes, Palmers Green, N.13. Bover Park 5222 and 4976. [S581]

SALES & WANTS

Turn to page 21 for
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SUPERB BARGAINS

1/5th DEPOSIT 24 MONTHS TO PAY

Continued from previous column

R.S.A.	51, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	490 10
Triumph	48, 500 c.c. O.H.V. Tiger 100 Twin, spr. hub	490 10
Panther	50, 100 c.c. O.H.V. Tiger 100 Twin, spr. hub	490 10
Triumph	50, 100 c.c. O.H.V. Tiger 100 Twin, spr. hub	490 10
R.S.A.	51, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	490 10
Triumph	51, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	490 10

DEPOSIT £10-04 PAYMENTS OF £2-10		
Triumph	50, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	470 10
Ariel	50, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	470 10
Triumph	50, 200 c.c. O.H.V. Mod. C11 de luxe sprayer	470 10
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GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R]

WHITBYS OF ACTON—Immediate delivery of new Albatross.—273, Acton Vale, W.3. Sbs. 5355. [C1126/R]

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PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1086/R]

WE pay £10 more for Douglas; h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 28-30, Cavendish Rd., Reading. Open 9 a.m. to 9 p.m., 5 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1030]

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CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—985-921, Fulham Rd., S.W.6. Renown 6174. [B1105/R]

DOUGLAS VESPA

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

WHITBYS—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. Sbs. 5355. [C1126/R]

SLOCOMBES OF NEASDEN!!! for your new Vespa; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

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GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the Douglas Vespa buyers.—Hamstead High St., London, N.W.3 Ham. 6041. [W1134/R]

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WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our personal postal service.—Call, depot or write. 5355, Acton Rd., North Finchley, N.12. Tel. Fin. 0081. [B1044/R]

GODFREYS, Ltd., Croxson, 208, Gt. Portland St., W.1. Forest Gate. See display advert. [B1052/R]

GEORGE GROGEE, Ltd., 834, High Rd., W.3. Hill. E149. All spares & accen. c.o.d. service. [0585]

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hamstead Rd., N.W.1. Euston 6556. Close Thursday 3 p.m. [B1058/R]

LIDDAMORE MOTORS, 686-710, High Rd., Tottenham, N.17. Tel. 2521. All spares and accen. c.o.d. service. [0060]

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YOUNG'S—Excelsior spares stockists; quotations or c.o.d. by return; trade supplied—30/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [B1134/R]

O'NEILL BROS., Ltd.—All post-war spares, Villiers spares and exchange units, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6039. [B1179]

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LONDON'S Excelsior specialists—Alec Jackson for Talisman and Spirit spares; largest stock in Great Britain; c.o.d. by return; repair specialists.—Alec Jackson, Motor Export, Ltd., 1608, Harrow Rd., Kensal Green, London, N.W.10. Ladbrooke 7793. [B1056/R]

FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd., Lower Ford St., Coventry, Coventry 8084. [0090/R]

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1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.9. M11 2658. [C1174/R]

BOB KEELER, Ltd., 1958 models already in stock at 125-131, Ealing Rd., Wembley 2150. [0190]

WHITBYS OF ACTON—Immediate delivery of new models.—273, Acton Vale, W.3. Sbs. 5355. [C1126/R]

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NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

85ccs.—Francis-Barnett 1956 model, 197cc Falcon, swinging arm, battery, dual seat, one owner, excellent condition, choice of 2.

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LITTLEJOHN'S—Main dealer: machines, spares; terms, exchanges.—2, Ruslip Rd., Greenford, Wavell 265. (0557)

SLOCUMBER OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-6 lines. (C1115)

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms, spares and repairs.—15, Ashfield Parade, Southgate, N.14. Palmers Green 1035. (C1152/R)

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MEETEN'S, Shannon Corner, New Malden (Mal. 3110) for immediate delivery of the 1959 range of Francis-Barnett, including the new Trials 85 & 110cc; yours for deposit of £40, balance 24 payments of £7/10; also immediate delivery of other models with choice of Arden green or Dover white and green duo-tone, lists, tuition free; longest and lowest h.p. terms and a square deal exchange. Francis-Barnett and Villiers spares specialist. (C1203)

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GEORGE CLARKE pay most for Francis-Barnett.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S, the F. Barnett buyers.—Hampstead High St., London, N.W.3. Ham. 5041. (W1114/R)

PRIDE & CLARKE.—Biggest demand, highest prices.—156, Stockwell Rd., S.W.9. Tel. Brixton 9251. (W1066/R)

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—995-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

WE pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Brix. 2836. (C11174/R)

KEYS OF EALING, Ltd., Francis-Barnett spare parts stockists; trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Ealing 2387. (S1075/R)

MEETEN'S, Shannon Corner, New Malden 3110, are Britain's first Francis-Barnett distributor and still the best source for all your F.-B. and Villiers supplies; trade supplied. (S1203)

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GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex, South Bendish 2581.

THE thrill of a lifetime when you own the new 125cc Fleetwing twin; send your address for details. (C012/R)

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COMERFORD for Greeves and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1008)

GRIEVE Main Dealers.—New models available, immediate delivery.—43, F. Baltham, 2b, 2c, & 137, Baltham Hill, S.W.12. Battersea 1107, ext. 4. (C1091)

SLOCUMBER OF NEASDEN!!! for your new Greeves; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-6 lines. (C1116)

CHITHAM & DAVIS, Ltd., for immediate delivery of all Greeves models, including Trials and scramblers; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2836. (C1004)

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NEW and used machines in stock sold with written guarantee and backed with our 100% after-sales service; all spare parts available.—R. W. L. 611, King's Rd., Fulham, S.W.6. Renown 2834. (C1001)

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I am very much obliged and grateful for the cheque which I received. Both my wife and I wish to thank you for the splendid way which you dealt with the matter. I wish to say that you are the best firm I have dealt with up to yet. Any wishing to be recommended to a firm will be told by me to go to Geo. Clarke Motors. Thanking you all once again for your kindness. I remain,
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(Signed) R.C.C.

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Sidecar Chassis

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CLAUDE RYE, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—995-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

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ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd. Tel. 523. (0371/R)

45ccs.—James August 1952, 197cc Villiers spring frame, battery lighting, dual seat.—Rowland Smith, bldg.

139ccs.—James April 1958, 249cc Commandore, swinging arm, dual seat, almost brand new; free tax and insurance; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.3. Hampstead 6041. (C1114)

SLOCUMBER OF NEASDEN!!! for your new James; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-6 lines. (C1115)

WHITBYS OF ACTON.—Immediate delivery of new models.—275, Acton Vale, London, W.3. Sbc. 3355. (C1126/R)

!!! Grays, Croydon: 1954 James 125cc springer, peppy ... lightweight, unrepeatable at only 35gns; terms, delivery.—56-58, South End, Croydon. Croydon 3645. (C1175)

MEETEN'S, Shannon Corner, New Malden, Tel. Malden 3110, for immediate delivery of the wide range of Villiers-engined James, also the M.C.-powered 175cc and 250cc 4-speed types from £98/11/1 or £20 deposit by h.p. and 24 monthly rentals of £3/17/2; don't miss the new Trials Commandore 250cc, prompt delivery, and all Villiers and James spares, of course; lowest, longest terms and fairest exchanges. (C1208)

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CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled. We pay carriage.—995-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

WE pay £10 more for James; h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

JAMES SPARE PARTS

FRED O. SLADE, James spares stockist; prompt c.o.d. service.—May Place, Basingstoke. Tel. 1336. (0032)

MEETEN'S, Shannon Corner, New Malden 3110, are the best source of supply for your James and Villiers spares; trade supplied. (S1203)

HOB STREET GARAGE, Ltd.—James and Villiers spares; c.n.tr. c.o.d.—414, Hob St., Watow, E.17. Tel. Cop. 1710. (0374)

KEYS OF EALING, Ltd., James spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1008, Harrow Rd., London, N.W.10. Ladbroke 2834. (C1096/R)

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1509. (0106/R)

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LAMBRETTA—Sole concessionaires U.K. Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Sea S.W.20. Tel. Malden 7721. Service station, 215-219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424-426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2304. (0475/R)

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EXCLUSIVELY scooters.

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THREE months' guarantee used machines.

310—314, Uxbridge Rd., 304, High St., Acton. (C1121)

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ROWLAND SMITH'S for Lambretta.

NEW models in stock.

FREE tax and insurance with second-hand scooters.

115 cc.—Lambretta May 1957, 150cc March III LDB, blue and grey, pillars, spare wheel and carrier, etc. one careful owner; choice of 2 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.3, Hampstead 6041. [C1114]

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1958 Lambretta 150cc, screen, s. wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.

WE have a tremendous selection of new and used scooters, 1/5th deposit, immediate delivery, terms and exchanges.—Brixton 6555. [C1122]

1957 Lambretta, as new, 4,000 miles, extras, screen, carrier, £120.—237, Port Rd., S.E.1. [E867]

1957 Lambretta 150, spotless condition, 4,000 miles; £95.—75, Cheverton Rd., N.19. [E866]

1958 Lambretta 150, as new, carrier, w/screen; £150 o.n.o.—Knightbridge 0803. [E8615]

LAMBRETTA—Loxham's Motor Cycle House; exchange; h.p. terms.—Tel. 4243 Preston. [10044/R]

GODFREY, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3, Shep. Bush 3355. [C1128/R]

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—150, Stockwell Rd., S.W.9, Brixton 6251. [C1098/R]

RENNOS for new Lambretta 150, on 1/5 deposit and 24 months to pay.—232, Upper St., Islington, N.4, Canon. 2021. [C1104]

SLOCUMBS OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10, Gladstone 3355 (8 lines). [C1113]

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southsea, N.14, Palmers Green 1035.

J. J. DOUBLE (MOTOR SALES), Ltd., 1898 Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barking, E.12, Tel. Val. 0191. [C1118/R]

CHITHAM & DAVIS, Ltd., for immediate delivery of all Lambretta models, one-fifth deposit; terms and exchanges.—15-17, Station Rd., Swanley, Kent, SE26. [C1008]

NEW Lambrettas from £23.19.3 down, 24 instalments £2.4/6 (cash price £71.17/6); reduced hire purchase and insurance rates.—H. A. Saunders, High Hill, London, N.W.11. [10035]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing, riding instruction given.—190, The Broadway, N.W.9, Hendon 8629. [C1179]

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.17, Baitham 1242. [C1169/R]

SPECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £290, our clearance price £199.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.16, Battersea 2252. [C1098/R]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, exchanges, hire purchase, state your own deposit.—225-7, Westminster Bridge Rd., S.E.1, Wst. 5103, 137, Old Brompton Rd., S.W.5, Tel. 1843, 108, Finchley Rd., N.W.3, Wst. 3767. [C011/R]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3, Buxton 6041. [W1114/R]

GEORGE CLARKE pay most for Lambretta.—275, Brixton Hill, S.W.2, Tolue Hill 3211. [W1019]

POTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15, Putney 1188. [W1138/R]

WE pay £10 more for Lambretta; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride to Kingsway Motors, 96-30, Caversham Road, Reading, Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m., Tel. Reading 2257. [W1039]

OUTSTANDING BARGAINS

'57 ADLER 250 c.c. Twin, S/A, 3,000 miles, dual seat, exceptional..... £148 0

'57 LAMBRETTA LDB, carrier, footboards, screen, excellent throughout £115 0

'57 AERMACHINI 175 c.c. O.H.V., fully streamlined, one owner, 8,000 miles £158 0

'56 NORTON International 500 c.c. Featherbed, maroon and chrome tank £200 0

'57 B.S.A. 450 c.c. Flash, S/A, black and chrome £198 0

'58 TRIUMPH Tiger Cub, 90 miles only, screen, carrier..... £142 10

'57 FRANCIS-BARNETT 225 c.c. S/A, green and chromium finish, dual seat £128 0

'53 ENFIELD 350 c.c. Bullet, S/A, dual seat, alloy head..... £94 0

'57 FRANCIS-BARNETT 197 c.c. S/A, green and chrome, carrier, dual seat, immaculate..... £98 0

'58 VELOCETTE Valiant 200 c.c. O.H.V., crash bars, green and chrome, dual seat..... £148 0

'57 B.S.A. 450 c.c. Road Rocket, Avon Fairing, carrier, crash guards..... £228 0

'58 TRIUMPH S.T., really immaculate, 1,000 miles only..... £238 0

'56 TRIUMPH Cub, 16in. wheels, alloy motor, dual seat..... £85 0

'57 VELOCETTE LE 200 c.c., green and chrome finish, Velo metal pannier boxes, mirror, one owner, 4,000 miles..... £128 0

'56 TRIUMPH 6.T, Fairing, crash bars, legshields..... £200 0

'58 ARIEL Colt, black and chrome, 200 c.c., dual seat, carrier, mirror, 1,200 miles..... £129 0

'48 VELOCETTE 350 c.c., camshaft, S/A, dual seat, new battery and front tyre, exceptional..... £79 10

'50 JAMES 150 c.c. Cadet, James legshields, windscreen, mirror, S/A, pannier boxes..... £86 0

'58 EXCELSIOR 328 c.c. Twin, green and chrome, dual seat, S/A..... £148 0

'56 D.M.W. 225 c.c., Villiers dual seat, windshield, pannier bag..... £89 10

'54 VELOCETTE 350 c.c. M.A.C., black and chrome, dual seat, panniers..... £128 0

'57 AMBASSADOR 250 c.c. Twin, really exceptional throughout, with Avon Fairing, legshields, pannier boxes, carrier..... £148 0

'51 SUNBEAM S.8, s/frame, dual seat, black and chrome..... £75 0

'49 NORTON 500 c.c. International, chrome guards, large tank, dual seat, new battery, s/frame..... £95 0

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LAMBRETTA WANTED

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage.—995-991, Fulham Rd., S.W.6, Renova 6174, [W1108/R]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3, Acton 5631-2. [B1121/R]

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington, Molesey 1666. [B1008]

GEORGE GROSE, Ltd., 834, High Rd., N.12, HB. 2149. All spares & accn. c.o.d. service. [G0953]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York, 24017. [G073/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Lambretta spares, accessories, service; rapid c.o.d.—Rodney 2181. [G0953/R]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—640-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [G161/R]

GODFREY, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [B1052/R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3301-2. [G0486/R]

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 1347/5893. [G0813]

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs.—80-106, Lea Bridge Rd., Clapton, E.5, Amherst 6806. [G0834]

MAICO

MAICO (GREAT BRITAIN), Ltd., 616, Gloucester Rd., S.W.7, Tel. Frenham 4519-8. Spares and workshops; 25, Astwood Mews, S.W.7, Tel. Frenham 5519. Sole concessionaires U.K. for Maico 347cc and 277cc, super scooter and Maico 197cc, totally enclosed. All spares from stock. [G0602/R]

RON MCKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1096]

GODFREY, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

SLOCUMBS OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10, Gladstone 3355 (8 lines). [C1113]

SPEEDWAY OF ACTON for your new Maico; one-fifth deposit, exchanges.—510-514, Uxbridge Rd., 324, High St., Acton, W.3, Acton 5631-2. [C1121/R]

EARLY deliveries of these models are usually possible if you order now through Wick Lanes 2555, Whitegate Drive, Blackpool, Tel. 24780. [G1047]

EAST HILL MOTORS, Ltd., for your new Maico—letta or Maico Mobil; immediate delivery from stock; demonstration models available.

TELEMS and exchanges; genuine after-sale service.—87, East Hill, Wandsworth, S.W.18, Vandyke 5651. [G0698]

CLAUDE RYE—Immediate delivery new Maico. Choice of colours, terms.—995-991, Fulham Rd., London, S.W.6, Renova 6174. [C1105/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18, Tel. Woolwich 1225. [G1016/R]

HARRY NASH—12½% off brand new 1958 models; 1959 models now arriving; ¼ deposit.

H—1953 350 s/arm, really immaculate; £100—391, King St., Hammersmith, W.4, R.T. 2837-8. [C1090]

ARCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [G1068/R]

1953 Matchless 500c, twin, tyres excellent, fairing, extras; £110.—Archibald, 60a, Sandringham Road, N.W.2. [E8603]

SLOCUMBS OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10, Gladstone 3355—8 lines. [C1113]

1953 fully sprung 350 G3L8, just resprung, high compression engine, fairing and bars; £100, shown anywhere London.—Tel. Renford 40738. [E8606]

CHITHAM & DAVIS, Ltd., for immediate delivery of all Matchless models, including the new 250—15-17, Station Rd., Swanley, Kent, Tel. SE26. [C1008]

WHITBYS OF ACTON—New models in stock; exchanges, h.p. spares.—263/273, Acton Vale, London, W.3, She 2555 (Showrooms); She 6905 (Spares). [C1128/R]

MEETING for Matchless, new G3 ohv 250, 1958, for immediate delivery; the wonder machine of the year; yours for only £40/12 deposit and 24 monthly rentals of £7/18 by h.p.; fairer exchanges.—Meets for Matchless, Chesham Court, New March, Surrey. [C1016]

GEO CLARKE

SOLON AT 231-2 N. HIGH STREET, ACTON 2nd Flr

[illegible]

1957 Prime 150cc new April 1958, only 600 miles

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on all used machines advertised

USED COMBINATIONS

- 1955 **PANTHER** Mod. 100, 600 c.c. S.A. dualseat, windscreen, legholders, fitted 1956 (German) double saddle, glow valves all round, on Watsonian V.G.31 chassis, sprung and brake wheel, first class condition. **£249 10**
- 1955 **ARIEL** PM, 600 c.c. Twin, swinging arm, Olinco windscreen, fitted Watsonian Aerial single saddle, a very nice outfit. **£160 10**
- 1953 **VICENT** Rapid, 1,500 c.c. Avon Paving, round overhead, fitted Canterbury single saddle, a first-class outfit. **£239 10**
- 1953 **S.A. M.21**, 600 c.c., windscreen, dualseat, sprung frame, fitted Swallow childproof saddle, good condition all round. **£149 10**
- 1952 **ARIEL** VH, 500 c.c., sprung frame, windscreen, fitted large childproof saddle, a good outfit needs a little attention, all parts needed supplied with outfit, bargain. **£99 10**

RELIANT THREE-WHEELERS

LONDON SOLE DISTRIBUTORS FOR ALL MODELS—master Handicap, Falcon, coupe, or 5 cwt. Van and Truck. All 43 annual road tax, 4cwt for outgoings. **SPARES and ACCESSORIES—large stock in England. Over the counter, or special C.O.D. service.**

USED RELIANT THREE-WHEELERS

- 1956 **RELIANT** 5 cwt. Van, 700 c.c. Water cooled, four cylinder engine, fibreglass body, passenger seat, in first-class condition. **£299 10**
- 1957 **RELIANT** 5 cwt. Van as above, excellent condition. **£279 10**
- 1957 **RELIANT** Regal Coupe Mark III in red, with black boot, low mileage, seat cover, excellent condition. **£379 10**
- 1957 **RELIANT** Regal Handicap Mark III, grey green, two tone, low mileage, in really good condition. **£389 10**
- Also an excellent selection of used and guaranteed into and modern at lowest prices.

USED SOLOS

- 1953 **TRIUMPH** GT, Speed Twin, dualseat, parcel grid, carrier. Excellent condition. **£119 10**
- 1955 **FORNAT** RLS 197 c.c. Surber type front fork, arm, rear dualseat. Excellent condition. **£99 10**
- 1954 **KEXELSON** Sports Talisman Twin, complete overhead. **£95 10**
- 1954 **ROYAL ENFIELD** 500 Clipper, alarm, dualseat, carrier, excellent condition. **£99 10**
- 1953 **S.A. C11**, 250 O.H.V., s frame, dualseat. **£79 10**
- 1957 **S.A. 125**, 120 Enfield Major, across, legholders, dualseat, carrier, alarm. Black. **£99 10**
- 1954 **FRANCIS-BARNETT** 'Pulmon' 197 c.c. RaceBent condition. **£79 10**
- 1955 **JAMES** 'Captain' 197 c.c. alarm, dualseat. **£99 10**
- 1955 **JAMES** 'Colonel' 225 c.c., dualseat, alarm, across. **£99 10**
- 1957 **S.A.** 'Dandy' 70 c.c. **£55 0**

For customers outside London—our Mail Order Department will deal with your enquiry, and get your selected machine to you with a minimum of delay. Free Purchase—Part Exchange—H.P. Instalment Insurance.

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SCOTT, 1958, spring frame model, £298, delivery from stock, catalogue free, spares and repairs for all years. Instruction book 5/6, spare list 1/6. 1958 demonstration model, £260; a D. Scotts wanted, exchange or cash.—Geo T Milnes, the official works service depot, 74, Dewbury Rd., Leeds, 11. Tel. 22309. (0017)

SUNBEAM

115 cns.—Sunbeam twin 1952 500cc ohv combination. Busmar coupe, very good condition; terms, exchanges.—Rowland Smith, below.

75 cns.—Sunbeam twin 1951 500cc ohv SR, dual seat, choice of 2 free tax and insurance; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Rain. 6041. (C1114)

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers—Hampstead High St., London, N.W.5. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for Sunbeam—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9 Tel Brixton 6251. (W1098/R)

WE pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1038)

SUNBEAM SPARE PARTS

SUNBEAM deserves the finest spares, exchange, replacement or repair service that exists; Lucas spares and exchange units; Amal spares, etc., from stock; 24-hour c.o.d. service; illustrated spares list 6/-; post free. Sunbeam repairs our speciality; you get the best and it costs no more from.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, E.W.18. Battersea 2252. (S1089/R)

HARRY NASH—Huge stocks '39, '37 spares; c.o.d.—391, King St., W.6. Riv. 2897. (S1090)

HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., N.W.1. East. 6538 Close Thursday 1 p.m. (S1054/R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—563-5, London Rd., Mitcham. Tel. 0629. (0116/R)

KAYS OF KALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return—A-10, Bond St., Haling, W.3. Kal. 2587. (S1075/R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4540. (S1056/R)

BE certain—spares from the heart of the industry; 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Ast. Cross 367. (0219)

GODFREYS, Ltd.—57 and 88 Sunbeam spare stockists, c.o.d.—228-234, London Rd., Croydon, Cro. 5641; 206 Great Portland St. W.1. Bus. 4632; 418, Romford Rd., Forest Gate, E.7. Ora. 1254. (S1052/R)

WILL LORD (Sunbeam specialists) for all your Sunbeam spares; pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (0632/R)

SUNBEAM SERVICE

24-HOUR c.o.d. service on all Sunbeam 57 and 88 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths speeds; don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 86, London Rd., Coventry, Tel. 2146-7. (0066/R)

TANDON

TANDON—All required spares and repairs.—42, St. Alban's Rd., Watford. (8545)

TERROT

RAPID for the Terrot 3-speed press-selector, all complete spares wheel and pump. £148.00.—269, Maydon Rd., Wembley, Cherrylwood 1202-3. (0192/R)

TRIALS AND SCRAMBLES

VIC CAMP MOTORCYCLES offer:—

- 1957 500cc Ariel HT5 trials with lights, 5,000 miles only, showroom condition: £169/10.
- 1956 500cc Velocette scrambler, ex works, showroom condition: £129/10.
- 1956 197cc Dnl, scramble trim with lights: £39/10.
- 1954 197cc Francis-Barnett, trials trim, 4-speed box with lights: £49/10.—151, Queens Rd., Walthamstow, E.17. Tel. Cop. 2099. (C1006)

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- 1957 **RELIANT** Regal Mark III handcap, alarm, 5-tone finish, one owner. **£399**
- 1958 **S.W.2** Teeta Plus Model, motor, total mileage under 50, as new. **£329**
- 1958 **RELIANT** Regal Mark II coupe, blue finish, one owner. **£299**
- 1957 **BOB** Family de luxe, electric starter with reverse cable brake. **£279**
- 1958 (Nor.) **BOB** Family de luxe, electric starter, cable brake. **£249**

COMBINATIONS

- 1955 **TRIUMPH** Thunderbird, 650 c.c. Twin, swinging arm, dualseat with German 500 alarm, smart outfit. **£289**
- 1958 **S.A.** 600 c.c. Twin, spring frame, dualseat with child/adult alarm, black finish. **£195**
- 1954 **S.A.** M21 600 c.c., spring frame, dualseat, with child/adult alarm. **£159**

SOLOS

- 1958 **WATCHLESS** GLE 250 c.c., swinging arm, dualseat, under 100 miles, as new. **£819**
- 1958 **TRIUMPH** Thunderbird, 650 c.c. Twin, swinging arm, dualseat. **£199**
- 1958 **WATCHLESS** G500 500 c.c. O.H.V., swinging arm, dualseat, pommers. **£149**
- 1958 **TRIUMPH** Tiger Cub, 500 c.c. O.H.V., swinging arm, dualseat, Avon touring, Bodcar cameras, only 1,500 miles. As new. **£147**
- 1957 **JAMES** Commodore 500 c.c., A.M.C. engine, swinging arm, dualseat, grey/black. Very smart. **£139**
- 1951 **WORTON** Dominator 500 c.c. Twin, spring frame, dualseat, windshield, smart black and chrome. Good tyres. **£119**
- 1957 **TRIUMPH** Tiger Cub 500 c.c. O.H.V., dualseat, windshield. Excellent value at. **£115**
- 1952 **WATCHLESS** G500 500 c.c. O.H.V., swinging arm, dualseat. **£109**
- 1951 **A.S.** 50 500 c.c. Twin, swinging arm, dualseat, Avon touring. Many extras. **£109**
- 1954 **FRANCIS-BARNETT** Crusier 500 c.c., swinging arm, dualseat. **£109**
- 1958 **FRANCIS-BARNETT** Pulmon 197 c.c., swinging arm, dualseat, legholders, one owner. **£95**
- 1958 **TRIUMPH** Tiger Cub 500 c.c., spring frame, dualseat, lively motor. **£99**
- 1953 **VELOCEITE** 1R 500 c.c. Twin, 5-tone finish dualseat, legholders, pommers, etc. **£99**
- 1958 **S.A.** A7 500 c.c. Twin, spring frame, with child/adult alarm, body rough, engine requires attention to clear unsprayed at. **£99**
- 1953 **KEXELSON** Talisman 250 c.c. Twin, spring frame, Paly condition, offered organocrated at. **£99**
- 1949 **PANTHER** T 350 c.c. O.H.V., dualseat. Offered organocrated at. **£99**

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1952 Trials Horton, Crisp springing; £80.—Hansa, 102, Sherwood Pl. Rd., Hitcham, Surrey. (5566)

COMERFORDS for trials and scrambling machines; delivery from stock, Greeves, Ariel, Norman, S.A., Dux, good s/h models bought for cash; deal with the recognised competition specialists—Portsmouth Rd., Thames Ditton, Amberbrook 5531. (C1008)

TRIUMPH

H HARVEYS for your new Triumph T20, T100, T110, etc.
W E sell, service and repair Triumph and no other make, by specialists we offer the finest Triumph service; part exchange and terms arranged—Harveys, 47 South Lambeth Rd., S.W.6. nr. Vauxhall Station. Tel. 6661. (0358/R)

A WHITBY OF ACTON—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p. exchange—273, Acton Vale, London, W.3. She. (C1129/R)

J JOHN SUTKES
F OR your Triumph, all models on show, ride a demonstration model before you buy—West Wickham, Kent. Spring Park 5700. (C1146)

R ROWLAND SMITH'S for Triumph.
N EW models in stock.

F FREE tax and insurance with second-hand motor cycles.
195 gns.—Triumph Tiger 110 1957 650cc, swinging arm, exceptional condition.
195 gns.—Triumph Thunderbird 1956 model 650cc combination, swinging arm, dual seat, exceptional choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tub), N.W.3. Ham. 6041. (C1114)

A ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd. Tel. 223. (0365/R)

F FULL range 1959 models at Badger Garages, Blandford. Tel. 615. (C1188)

A ALLAN JEFFERIES for expert attention.—120, Baitaire Rd., Shipley 54271. (C1067/R)

1951 Triumph Thunderbird, exceptional condition throughout, accept reasonable offer.—"Shelley," Westbrook Hill, Epsom, Surrey. (0592)

E RSKINE MOTOR CYCLES, main agents, most E models and parts in stock—Goldsmith Rd., Woking 6800. (0083/R)

T. W. KIRBY MOTOR CYCLES, Ltd., four Triumph specialists, 10, Renoe Corner, Horsham. Tel. 6785. (0413)

L IGHFOOT MOTOR CYCLES for your new Triumph—163, High St., Potters Bar, Middlesex, Potters Bar 3129. (C1198/R)

H ARWOOD'S OF RICHMOND for your new Triumph; terms, exchanges—14-15, Kew Foot Rd., Richmond 2045. Mail main notices. (C1060/R)

S LCOMBER OF READING for your new Triumph; terms and exchanges—28-271, Reading Lane, N.W.10. Oldstone 3355 (8 lines). (C1115)

C OMERFORDS for Triumph and 1,000 other machines; lowest possible h.p. terms—Portsmouth Rd., Thames Ditton, Amberbrook 5531. (C1006)

H ARRY HAIN—Last few brand new 1958 models; book your 1959 model now! 10% discount—391, King St., Hammersmith W.6. Riv. 2837-8. (C1090)

1956 Triumph Speed Twin, Avon fairing, Continental Graven panniers, immaculate condition; £150—16, Beatty Rd., E.11. Wan. 5955. (0591)

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1956 Triumph agents; terms, spares, service, repairs—599-611, High Rd., Goodmayes, Tel. Seven Kings 9744. (C1119/R)

J IM ALVES for 100% Triumph spares, service, parts, all models, exchanges, h.p. insurance while you wait—97, High St., Street, Som. Tel. Street 355. (0250/R)

£100—1958 Thunderbird, matching 1955 Watsonian c/s sidcar, brake wheel, replaced, new taper silencers, pipes, perfect.—40, Lansdowne Rd., London, E.11. (8552)

M UNDAYS, immediate delivery at the moment of a T20 Tiger Cub, T110 and 6T Thunderbird; exchanges, terms—124, Dalberg Rd., Brixton, S.W.2. Riv. 3360. (C1077/R)

TRIUMPH WANTED

G EORGE CLARKE pay most for Triumph—279, Brixton Hill, S.W.5. Tulse Hill 3211. (W1010)

R ROWLAND SMITH'S, the Triumph buyers—Hampton Road High St., London, N.W.3. Ham. 6041. (W1114/R)

S MITH'S, 66, Chalk Farm Rd., N.W.1. want Triumphs—Oul. 7767. (0070/R)

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| 1961 | ARIEL 1,900 c.c. S4. 4. Sprint frame, handlebar screen, leopards, fitted Swallow Harvard 2-4r. adult edition. A powerful family outfit. | 119 |
| 1964 | S.S.A. 600 c.c. Golden Flash. Sprint frame, Otman screen, leopards, fitted Canterbury full-adult 3-4r. full-flow edition on Canterbury chassis. A magnificent family outfit. | 100 |
| 1963 | S.S.A. 600 c.c. Golden Flash. Sprint frame, Faring and screen, dual seat, fitted S.S.A. C1A edition on S.S.A. heavy-weight chassis. Red and screen. All in matching floor shoes. Outstanding bargain. | 140 |
| 1964 | S.S.A. 600 c.c. A10 Golden Flash. Sprint frame, dual seat, fitted Swallow Comet 2-4r. adult 2-4r. edition on Vulture chassis with brake. Matching outfit. | 230 |
| 1965 | TRIUMPH 500 c.c. Thunderbolt. Spring hub, dual seat, fitted latest Steinbald's sidecar with hydraulic springing and hydraulic rear brake. In matching metallic blue. | 100 |
| 1965 | PARTNER 500 c.c. Powerful and economical, fitted full-adult Broomer saloon on heavy-weight chassis. | 220 |
| 1966 | FORTON 500 c.c. O.V.V. Model 16. Dual seat. Pairing and screen, fitted Swallow Jet 80 silver Broomer and silver. Fitted all-weather equipment. A powerful sports outfit. | 100 |
| 1966 | FORTON 500 c.c. Dominator Twin. Sprint frame, Avon fairing and screen, mirror, fitted Watkinson foot-plate on Canterbury spring-wheel chassis. | 150 |

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185—1954 Rapide C, good condition, fully equipped—70, Debevaux Crescent, Hackney, London, N.1. [8601]

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A. E. REYNOLDS, Ltd., offer by return, Vincent spares service—Berry St., Liverpool (Royal 1475). [81106/R]

MILLARS MOTORS (MITCHAM), Ltd.—Vincents spares stockists and distributors—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [0151/R]

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [01050/R]

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1954 A.J.S. 500 188, £119; '56 Ariel 500 Twin, £159; '51 Ariel 500 Twin, £79; '56 Ariel 350 NH, £139; '56 Ariel 350 NH, £62; '55 B.S.A. 250 C110, £59; '56 B.S.A. 500 AT, £165; '57 Matchless 500 G88, £165; '54 R. Enfield 350 Blt., £110; '58 Sun 250 Twin, £145; '50 Sunbeam 500 SS, £79; '57 Triumph 350 T11, £179; '55 Triumph 200 Cub, £69; '55 Velocette 500 M383, £122.

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1954 Triumph ST, sprung hub, new pipes and silencers, Midland fairing, absolute bargain; £109.

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1949 Panther 600cc, fitted with child/adult sidecar, super bargain; £99.

1953 Ariel 600 springer, fitted with new Raven child/adult sidecar; £139.

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VERBA 1951 350cc, smart, runs well; £49.

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'45 HORTON 300 c.c. O.H.V. M18. Very smart	£55
'50 SUNBEAM 500 c.c. SS, shaft drive, sport	£55
'48 HORTON 300 c.c. 280, sport	£55
'51 PANTHER 288 c.c. alarm, sport	£55
'51 R.S.A. 120 c.c. 125, alarm, choice of 2	£55
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'54 JAMES 197 c.c. alarm, sport	£55
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'50 MATCHLESS 500 c.c. G88, sport, recent overhaul	£126
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'57 JAMES 250 Omnibonded AMC eng., Avon fairing	£126
'57 R. ENFIELD 308 c.c. Clipper, safety bar, etc.	£126
'52 TRIUMPH 500 c.c. Thunderbolt, s/hub, alarm	£126
'54 TRIUMPH 500 c.c. Model 80 Featherbed	£126
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'50 VINCENT 300 c.c. Comet and Garsed 800 sidecar	£150
'50 R.S.A. 600 c.c. M21 and C/A sidecar	£160
'56 ARIEL 1,000 c.c. 4, ohv eng., and B.S. sidecar	£179
'50 PANTHER 300 c.c. and Watsonian 8/8 saloon	£180
'56 R.S.A. 500 c.c. O.H.V. and matching C/A sidecar	£190
'56 MATCHLESS 500 c.c. G9, alarm, Wat. Apoc. sid.	£219
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B.S.A. Golden Flash, 1951, and B.S.A. s/a sidecar, very nice outfit; £129.

B.S.A. M21, 1951 model, and almost new c/a sidecar; £89.

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20 more solos and combinations at 160-163, Northolt Rd., South Harrow. Byron 6022. (8641)

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1956 Triumph 6T d/a combi.; £199.

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1958 Triumph 350cc twin model 21, fitted with Kodak panniers, fairing and crash bars, better than new; £225; £45 deposit.

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1954 Norton model 7 s/a Dominator, excellent condition; £159; £38 deposit.

1954 Norton Dominator 60 featherbed frame, excellent condition; £145; £29 deposit.

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SCOOTERS.

1956 Douglas Veepa, windscreen, as new; £79; £15/10 deposit.

1956 Lambretta model 150 LD, windscreen, carrier; £99; £30 deposit.

1955 Bella 151 scooter, very nice condition; £99; £30 deposit.

COMBINATIONS.

1955 B.S.A. Golden Flash springer, fitted with Watsonian Monarch on sprung wheel and wheel brake chassis, matching colours, immaculate; £199; £40 deposit.

1949 B.S.A. M33, fitted with c/a Canterbury saloon; £79; £15/10 deposit.

A FEW new 1958 models in stock, less 12½%; please phone.

15 Green Lane, Palmer Green, N.13. Bover Park 5222 and 4976. (8613)

1957 N.S.U. Prima, immac. condition, spare wheel, screen, etc.; £139/10—below.

1955 Lambretta 150 LD, excellent condition, screen, etc.; £89/10—below.

1955 Matchless G9 twin, excellent condition, 15,000 miles only; £129/10—below.

1955 Triumph Thunderbird, s/arm and Watsonian c/a full-door saloon, immaculate condition; £179/10—below.

1955 Lambretta 125cc LD, spare wheel, carrier, screen, excellent condition, bargain; £89/10—below.

BANKS, 62-64, Grand Parade, W.A. Sta. 0367. (C1166)

FISHERS OF ACTON offer the following from one-fifth deposit, up to 24 months to pay.

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1951 Triumph 5T 500 twin, spring hub; £79/10.

1948 Triumph 5T 500 twin, s/arm; £59/10.

1950 Triumph 6T 600cc twin, very sound; £69/10.

1948 Triumph T100 500cc, spring hub; £49/10.

1958 Matchless 600 s/arm sports twin, as new; £229/10.

Royal Enfield 700cc, s/arm; £89/10.

1953 B.S.A. A7 springer 500cc twin; £49/10.

1952 B.S.A. Flash 650 springer; £89/10.

1949 B.S.A. A7 500 twin; £39/10.

1956 Norton 88 600 twin, s/arm; £159/10.

1956 Norton 88 500 twin, s/arm; £149/10.

1955 B.S.A. B35, s/arm; £79/10; send for our mammoth free list—44, Western Ave., East Acton, W.3. Shepherdia Bush 3007. 8 mins. Acton Underground. (C1048)

DISMANTLED MACHINES

1947 ST Triumph—Bennetts, 23, Naylor Rd., S.E.15, New 5157. [C1081]

THREE-WHEELERS AND CARS

MERCURY offer:—

£265 11—1950 Morgan F Super, black.
 £215 11—1947 Morgan F Super, red, excellent.
 £185 11—1937 Morgan Super Sports, green, ohv.
 £175 11—1939 Morgan Super Sports, a.c. Matchless, wonderful condition.
 £175 11—1937 Morgan 4 1/2 2-seater, twin spares.
 £145 11—1934 M.O. PA Shp. red, new hood.
 £135 11—1936 Morgan Super Sports, w.c. Matchless.
 £125 11—1934 Morgan Family twin, new hood, first class.
 £115 11—1933 Morgan Super Sports, ohv J.A.P.

CHOICE of several other Morgan 3-wheelers.

ONE-QUARTER deposit on all above, balance 12, 18 or 24 months, your motor cycle or combination in part exchange: tel. or write for list; 9-6 week-days, 10-1 p.m. Sundays for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6058-9. [C1064]

CARS, vans, and new Morgans—Ron McKenzie, Stratford, Manchester. [C1086]

COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; m/c taken in exchange.—Portsmouth Rd., Thames Ditton, Surrey, Esherbrook 5531. [C1056]

A.C. PETITE

1956 A.C. Petite de luxe, bumpers, winking lights, etc.: £259.10.—Godfrey, Euston 4632. [C1052]

305 1950—A.C. Petite October 1957, 350cc 2-seater coupe, electric starter, spare wheel, Regency loose covers, etc., 2,845 miles, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 5311. [W1019]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/N]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Remown 6174. [W1105/N]

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CONWAY offers:—

1957 (Sept.) Austin A35 van, one careful owner, 11,000 miles, immaculate: £369.

CONWAY MOTORS, agents for all the new Austin range A35 saloons and A35 vans, etc., immediate or early delivery on most models, exchanges welcome.—301-307, Goldhawk Rd., Shepherd's Bush, W12 7SA. Tel. 4872-3. [C1012]

NEW Austin A35 and Metropolitan from stock, exceptional part exchange allowances on good late machines and 3-wheelers; lowest possible h.p. rates; you must get our quotation.—Comerfords, Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1066]

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CLAUDE RYE Ltd., for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Remown 6174. [C1105/N]

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p. exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/N]

GODFREY'S Ltd., immediate delivery Isetta Humbugs; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/N]

MPHW SALES, Ltd., Bubble and Miniature car specialists: New and Used for immediate delivery; call 23 Piccadilly, Gerrard 6055, 156, Holland Park Ave. (just by Shepherd's Bush Green), 67, Goldersworth Rd., Woking 5251. Watch I.T.V. Tuesday, 28th October, 6.40 p.m. [C0354]

B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isetta.—278, Brixton Hill S.W.2. Tel. 5311. [W1019]

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NEW models in stock.

185 1950s.—Bond Minicar 1955 de luxe 2-seater, electric starter, spare wheel, one careful owner; year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.3. Hampstead 6041. [C1114]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. O. Pritchard, Ltd., Chalkwell Rd., Sittingbourne 0076/N

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BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1034/N]

COMERFORDS for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1056]

GODFREY'S, Ltd., for Bond Minicar 3-wheelers at all depots, including Rushwood Corner, Leytonstone, E.11. See display advert. [C1052/N]

GODFREY'S, Ltd., the 3-wheeler specialists: Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spare service at 427, Brighton Rd., Croydon, Upl. 8275. [C1052/N]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Carages, Ltd., Motor Cycle Dept., Fishergate, Preston, Tel. 4242. [0523/N]

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 5311. [W1019]

ROWLAND SMITH'S the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/N]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/N]

BOND Mini wanted; cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1086]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Remown 6174. [W1105/N]

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BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.4. Tel. Swiss Cottage 5460. [C0038/N]

WATKINSONS MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2836. [C1174/N]

CLAUDE RYE for your new Coronet; immediate delivery; terms; highest exchange allowances.—895-921, Fulham Rd., S.W.6. Remown 6174. [C1105/N]

FORD

COMERFORDS for Fords.—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton. Ems. 5531. [C1056]

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SOLE representatives for U.K.—Goggomobil, Ltd., 95, Old Brompton Rd., S.W.7. Rnl. 7705-6-7-8. [0111/N]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Sand, Surrey, Ripley 3122. [0614]

MPHW SALES, Ltd., Bubble and Miniature car specialists: New and Used for immediate delivery; call 23 Piccadilly, Gerrard 6055, 156, Holland Park Ave. (just by Shepherd's Bush Green), 67, Goldersworth Rd., Woking 5251. Watch I.T.V. Tuesday, 28th October, 6.40 p.m. [0355]

GORDON

£169/10/11—1956 Gordon, family model, 3-wheeler, bargain; terms, exchanges.—Des. Clarke, Motors, Ltd., 276-8, Brixton Hill, S.W.2. Tel. 5311. [C1019]

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ROWLAND SMITH'S for Heinkel

IMMEDIATE delivery; choice of colour.

TERMS, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.3. Hampstead 6041. [C1114]

COMERFORDS.—£325!! 1957 Heinkel, grey, nice condition.

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Ems. 5531. [C1056]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Rushwood Corner, E.11. See display advert. [C1052/N]

KENBOURNE MOTORS, Bournemouth.—3-wheeler & distributors, models from stock; part ex. welcome.—Winton 1903. [0543]

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316 King St., Weymouth, W.6. Riverside 1401. [C1113]

WHITBYS OF ACTON.—Immediate delivery new Heinkel Caba Cruiser; exchanges, terms, 273 Acton Vale, London, W.3. She. 5355. [C1028/N]

CLAUDE RYE Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Remown 6174. [C1105/N]

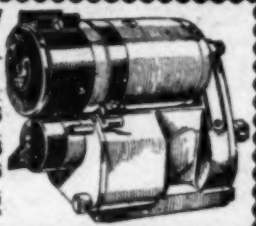
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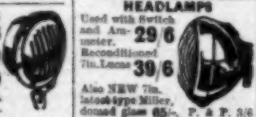
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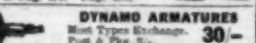
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EVERYTHING for the famous Reliant three-wheelers;
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COMERFORDS—4175/1 1957 Lambretta Commercial
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263, Putney Bridge Rd., S.W.15. Tel. Putney 1198.
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G. K. RAE—If you wish to sell remember that we
will definitely pay within 30/- of the full market
value for all good modern motor cycles, combinations
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paid in cash. If you really mean business and wish to
raise the highest possible price for your machines
quickly and without fuss, it will pay you to call, phone
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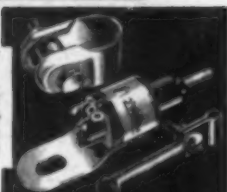
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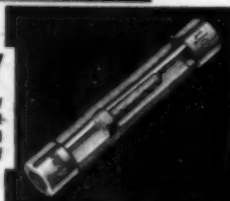
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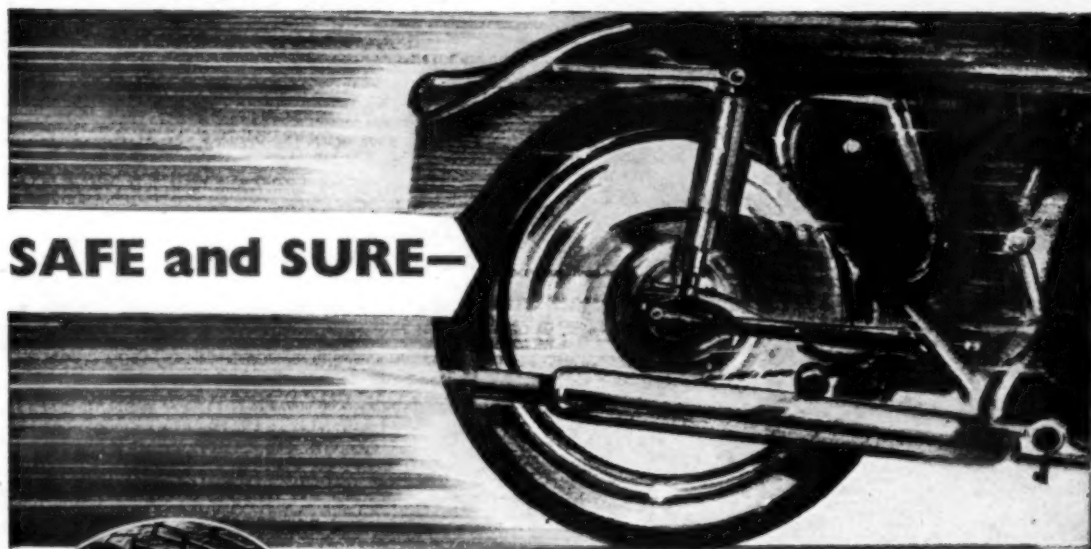
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